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## ABSTRACT

This set of materials meets the need created by the new social studies curriculum which requires teaching emphasis on British Columbia and Western Canada. The document includes a presentation of the geography of the Mackenzie Grease Trail, New Caledonia, and Prince George; examines some aspects of the history of the region; and discusses the most recent developments in Tumbler Ridge and the Northeast Coal Project. The journal articles and lessons contained in the booklet introduce the Western Canadian region and areas of the British Columbian province. A series of commentaries, lessons, assignments, and games covering some of the basic information and issues about the Central Interior is included. The format of the material allows for sequential use or individual study of one or more geographic areas. Numerous black and white drawings and some photographs illustrate the text. (RSL)

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Paul F. Thomas

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## Introduction

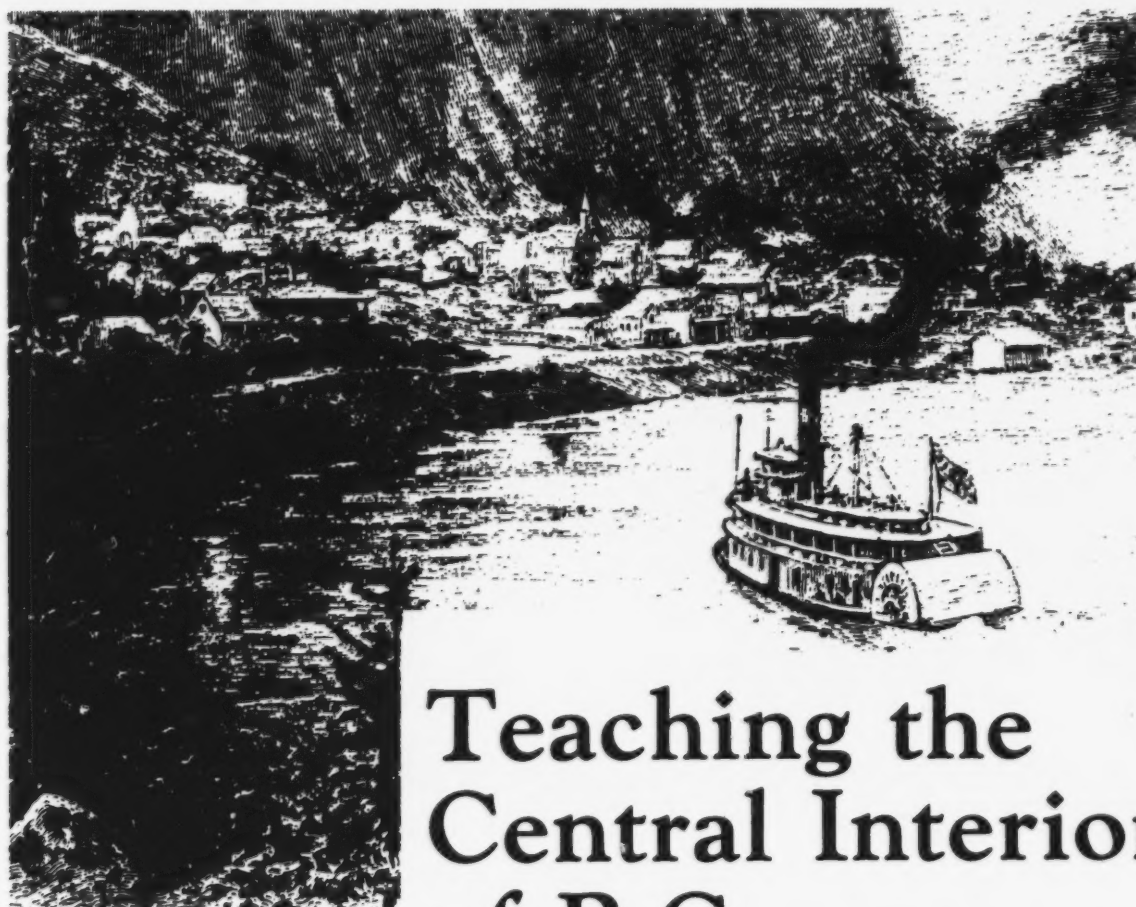
This booklet is a reprint from the spring 1986 issue of *Horizon*. The emphasis on British Columbia and Western Canada in the new social studies curriculum will surely create a need for resources to supplement the textbook. This issue is a response to that need.

The issue begins with the geography of the area, then examines some aspects of its history, and concludes with an examination of the most recent developments in Tumbler Ridge and North East Coal. The journal articles and lessons included introduce the region and are, we hope, the first of many to feature this and other regions of the province.

The issue on the Central Interior is organized to provide a series of commentaries, lessons, and assignments reflecting some of the basic information and issues concerning the area. The format has been designed to allow for the sequential use of the resources or for the individual application of one or more areas. Those unfamiliar with the region will have an introductory resource package to add to their files for teaching British Columbia history and geography.

Garvin Moles  
*Guest Editor*

*Horizon* Executive Editor  
Dr. Paul F. Thomas



# Teaching the Central Interior of B.C.

## Geography of the Central Interior

*Keith Gordon and Peter Thrift*

### **Social Studies 10—Unit I**

#### ***The Home Region—The Central Interior***

#### **CONTENT**

The physical geography of the central interior of B.C.

Drainage.

Topography.

Climate.

Vegetation.

#### **SKILLS**

##### ***Map Making***

Use of appropriate symbols.

Use of appropriate methods.

##### ***Map Reading and Map Skills—Review***

Topographic maps.

Profiles (cross-sections).

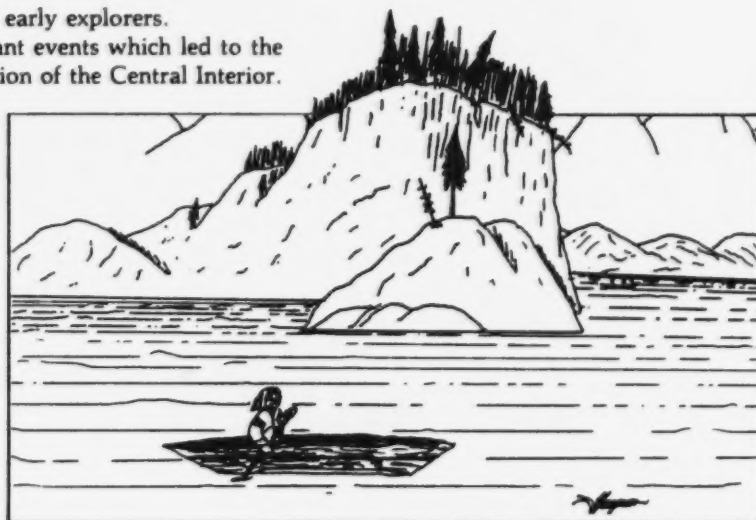
Keys.

##### ***Map Interpretation***

Identify and explain relationships between physical features.

##### ***Reading and Interpretation of Graphs and Statistics***

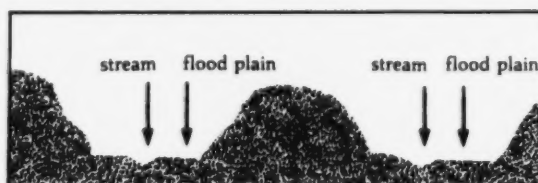
At the end of Unit I, you should be able to:  
 Locate and identify places, rivers, and physical features of the Central Interior.  
 Understand and identify certain drainage basins.  
 Understand and explain the climatic controls of the home region.  
 Know the routes of the early explorers.  
 Understand the significant events which led to the settlement and exploitation of the Central Interior.



## THE PHYSICAL GEOGRAPHY OF THE CENTRAL INTERIOR OF BRITISH COLUMBIA

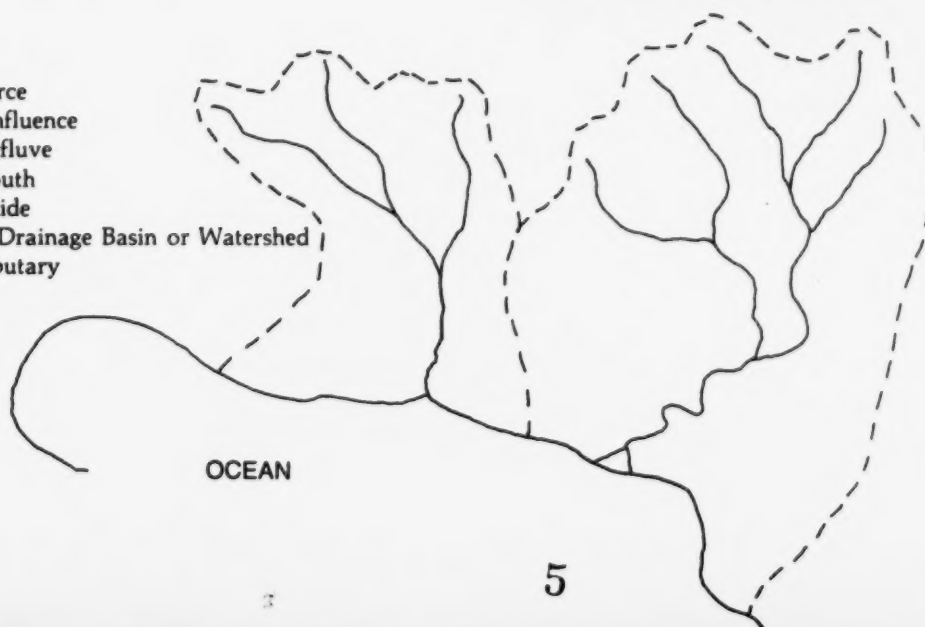
### DRAINAGE

*Terminology—Constituents of a Drainage Basin*  
 Study the terms below. Each has an identifying symbol. Locate the features on the sketch, using the correct symbol.



Indicate the interfluvium on the sketch.

- S—Source
- C—Confluence
- I—Interfluvium
- M—Mouth
- D—Divide
- D/W—Drainage Basin or Watershed
- T—Tributary



### Rivers and Lakes of the Central Interior

*References*—atlas, B.C. road maps, wall maps.

Mark and name on the Central Interior Map:

Prince George.

Lakes and rivers.

The divide between the Fraser and MacKenzie drainage basins.

### Drainage Basins of British Columbia

On a map of the major rivers of British Columbia:

Name the rivers.

Draw the divides between the drainage basins.

Name the drainage basins (after the major river of each drainage basin).

The Liard, Fort Nelson and Peace are all tributaries of which river?

The Okanagan is a tributary of which river?

### TOPOGRAPHY

#### Major Landform Divisions

On an outline map of the Central Interior, draw:

Mountains: Omineca, Rockies, Cariboo.

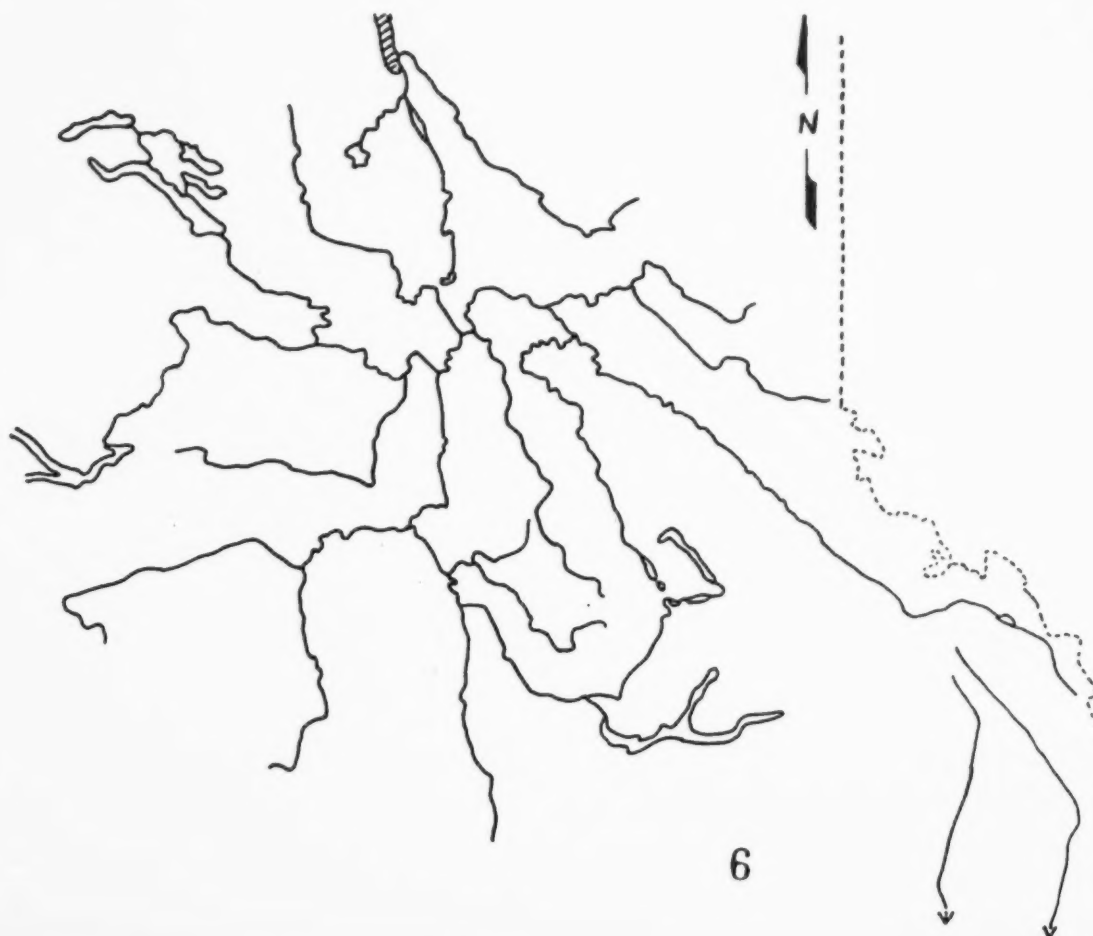
### Rocky Mountain Trench

Fraser/Nechako Plateau

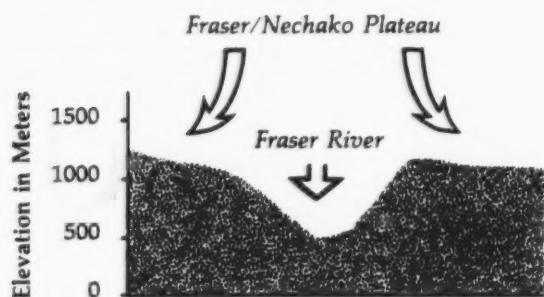
Also include arrows indicating the movement of ice sheets during the Pleistocene Ice Age. Note the northward advance of the two ice sheets. As both ice sheets retreated at the end of the ice ages, they blocked the Fraser River south of Prince George, thereby creating a large lake that covered present-day Giscome, Salmon Valley, Nukko Lake, Vanway, Bednesti, Red Rock, and Prince George.

Note, the Ominecas, Rockies, Cariboos, and Coastal Mountains (located just off the western edge of your map) help to define the boundaries of the Central Interior.

To the south of Prince George and increasingly toward Williams Lake, the Fraser/Nechako Plateau is heavily dissected by the vertically eroding Fraser River and its tributaries; e.g., Chilcotin.



# Dissection of the Fraser/Nechako Plateau



## IMPACT OF THE TOPOGRAPHY ON USE OF THE LANDSCAPE

Study your landform's map of the Central Interior, B.C. Road Map, and the Atlas of B.C. (e.g. Map 38—Agricultural Land Reserves), and discuss the impact of topography.

Transportation routes (Highways—16, 97; Railways—CNR, BCR) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Farming areas \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Potential dam sites. Could a dam be built on the Fraser in the Prince George area? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

the Williams Lake area? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## LANDFORMS OF THE CITY OF PRINCE GEORGE (an introduction and/or revision of topographic map skills)

Reference: Prince George 1:50,000 Topographic Map

### Quick map survey—points to note

How up-to-date is the map? Cite examples from the map to illustrate that it is not entirely up-to-date:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Scale. Express the scale of the map as:

a representative fraction—1:\_\_\_\_\_

in words—1 km is equal to \_\_\_\_\_

Contour interval. What is the contour interval?

\_\_\_\_\_ feet.

Index to adjoining maps. Give the number of the map you would need if you were driving to Purden to ski.

\_\_\_\_\_

## LOCATING PLACES ON A MAP

Area references. Cite what you would find at:

1266 \_\_\_\_\_

2170 \_\_\_\_\_

1057 \_\_\_\_\_

3074 \_\_\_\_\_

1763 \_\_\_\_\_

Give the area references for:

Hart Highlands \_\_\_\_\_

Confluence of the Fraser and Nechako River

PGARA Race Track \_\_\_\_\_

Exhibition Grounds \_\_\_\_\_

**Map references.** Cite what you would find at:

154753 \_\_\_\_\_

170724 \_\_\_\_\_

272723 \_\_\_\_\_

200748 \_\_\_\_\_

153718 \_\_\_\_\_

Give the map references for:

Tower on Connaught Hill \_\_\_\_\_

PGR Hospital \_\_\_\_\_

Carney Hill Reservoir \_\_\_\_\_

Harwin Elementary \_\_\_\_\_

Foreman Railway Stop \_\_\_\_\_

Using your cross sections and the Prince George Map, describe the topography (landforms) of the Prince George area.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

# **IMPACT OF TOPOGRAPHY ON USE OF THE LAND**

## **Discussion questions**

Each group is to discuss each item meaningfully. One person in each group is to serve as a recorder.

Discuss the advantages and disadvantages of "the bowl" as the site for a city.

Why are "the bowl" and the Fraser flood plain (e.g., 2179) so flat? How do you explain Connaught Hill?

Are the following well located? (List advantages, disadvantages, better sites, etc):

*Airport;*

*BCR yards;*

*CN yards;*

*Bridges over the Fraser and Nechako Rivers;*

*Major shopping centres (e.g. Downtown, Pine, Spruceland, Hart, College Heights)*

## **Fraser-Nechako Plateaux**

Study the contour pattern over the entire map. Do the contours, at first glance, reflect a "plateau-type" surface?

Account for the irregularities seen at:

0361—Beaverley Creek;

1279—

0481—

1775/1771—Cut Banks

3168—

What do the white areas on the map indicate?

With so many creeks and rivers, is the area covered by the map well drained?



# Climate of the Central Interior

## Prince George, B.C. (676 m)

|                        | J     | F    | M    | A   | M   | J    | J    | A    | S   | O   | N    | D    |
|------------------------|-------|------|------|-----|-----|------|------|------|-----|-----|------|------|
| Temp.                  | -11.8 | -6.2 | -2.1 | 3.9 | 9.4 | 13.0 | 14.9 | 13.7 | 9.8 | 4.7 | -2.8 | -7.6 |
| Precip.<br>millimetres | 59    | 43   | 32   | 30  | 42  | 58   | 58   | 73   | 56  | 61  | 55   | 54   |

## Saskatoon, Sask. (501 m)

|                        | J     | F     | M    | A   | M    | J    | J    | A    | S    | O   | N    | D     |
|------------------------|-------|-------|------|-----|------|------|------|------|------|-----|------|-------|
| Temp.                  | -17.2 | -15.4 | -7.9 | 3.7 | 11.3 | 15.4 | 19.2 | 17.5 | 11.6 | 5.2 | -5.7 | -13.3 |
| Precip.<br>millimetres | 19    | 18    | 16   | 24  | 34   | 52   | 51   | 48   | 34   | 17  | 21   | 18    |

## Prince Rupert, B.C. (altitude 52 m)

|                        | J   | F   | M   | A   | M   | J    | J    | A    | S    | O   | N   | D   |
|------------------------|-----|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|
| Temp.                  | 1.8 | 2.4 | 3.8 | 6.3 | 9.5 | 11.7 | 13.4 | 13.9 | 12.1 | 8.7 | 5.2 | 2.8 |
| Precip.<br>millimetres | 224 | 177 | 196 | 173 | 130 | 109  | 117  | 149  | 217  | 336 | 293 | 278 |

## Kamloops, B.C. (379 m)

|                        | J    | F    | M   | A   | M    | J    | J    | A    | S    | O   | N   | D    |
|------------------------|------|------|-----|-----|------|------|------|------|------|-----|-----|------|
| Temp.                  | -5.9 | -2.9 | 3.3 | 9.5 | 14.4 | 17.8 | 20.9 | 19.4 | 15.1 | 8.4 | 1.8 | -2.2 |
| Precip.<br>millimetres | 36   | 21   | 9   | 6   | 15   | 40   | 21   | 22   | 18   | 16  | 18  | 24   |

Using the above climatic statistics, draw four separate climatic graphs.

Complete the table below.

|                                                           | Prince George | Saskatoon | Prince Rupert | Kamloops |
|-----------------------------------------------------------|---------------|-----------|---------------|----------|
| What is the maximum temperature?                          |               |           |               |          |
| What is the minimum temperature?                          |               |           |               |          |
| What is the annual average precipitation?                 |               |           |               |          |
| What is the annual range in temperature?                  |               |           |               |          |
| Describe the annual precipitation distribution by season. |               |           |               |          |

**Climatic Graph Interpretation.** Account for:  
 the heavy precipitation received by Prince Rupert.  
 the lack of precipitation received by Kamloops and  
 Saskatoon.  
 the colder winters in Prince George compared to the  
 winters in Kamloops.  
 the more severe winters in Saskatoon (even though  
 it has a more southerly latitude than Prince George).

Be prepared to discuss the climatic influences on  
 Prince George's climate.

**The Climatic Controls Influencing the Climate**

The following climatic controls will be discussed in  
 class:

latitude  
 altitude  
 ocean currents  
 continentality  
 landforms  
 aspect  
 air masses and fronts

**Social Studies 10—A Summary Exercise On  
 Climatic Controls of Western Canada.**

Source: *Atlas of British Columbia*

Compare Map 14, page 31 with Map 20, page 43.  
 On the sketch map to the right, sketch in the areas  
 of significant orographic precipitation.

On the sketch map to the right, sketch in the  
 areas of significant rain shadow.

Provide a legend, and use appropriate symbols.

Fort Nelson is farther than Revelstoke; yet it receives  
 less snow. (See chart, page 44.) Explain.

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Study Map 21, page 45. Give the significant controls  
 that explain:

The areas of coldest January temperature \_\_\_\_\_

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The distribution of the warmest January temperatures

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Study the map on page 43. List the significant con-  
 trols that explains:

The location of the areas of lowest precipitation

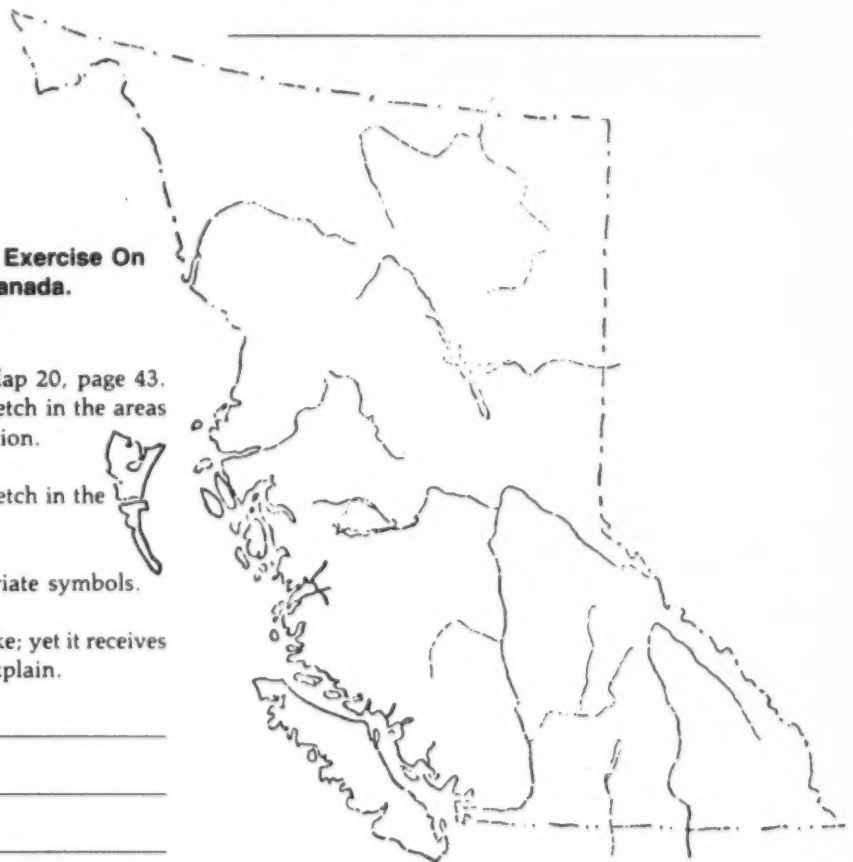
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The location of the areas of lowest precipitation

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Now Prince George receives between 50 and 75 cm of precipitation per annum.

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Return to the map on page 45; see map 21. List the significant controls that explain the following:

The locations of the warmest July temperatures

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The locations of the coolest July temperatures

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Study the map on page 47, the Average Frost-Free-Period map. Complete the chart below.

**Average Frost Free Days For**

|                      |  |
|----------------------|--|
| Prince George Region |  |
| Okanagan Valley      |  |
| Lower Fraser Valley  |  |

**Controls That Explain This Season**

Prince George \_\_\_\_\_

---

Okanagan \_\_\_\_\_

---

Lower Fraser Valley \_\_\_\_\_

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**OBSERVATIONS ON CLIMATIC CONTROLS**

You have plotted the climates of four Western Canadian cities, and we have discussed climatic controls. Now, explain the following:

The amount of rainfall received by Prince Rupert.  
The lower amount of rainfall at Prince Rupert in the summer.

The low annual temperature range at Prince Rupert.  
The fact that Edmonton has a greater temperature range, annually, than Prince George.

The fact that Saskatoon has a hotter summer *and* a colder winter than Edmonton.

Below are three ways in which precipitation occurs.

**FRONTAL**



COLD FRONT      WARM FRONT

**CONVECTIONAL**



Intense heating of land causes air to lift.

**OROGRAPHIC**



Air lifts over mountains.

Which type of precipitation is responsible for most of the precipitation at Prince Rupert?  
Prince George in winter? In summer?  
Edmonton in winter? In summer?  
Saskatoon in summer?

# The Central Interior As An Historical Theme

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The central part of the region is of historical significance in the province's development. New Caledonia, as it was called, was the centre of the late 18th century and early 19th century fur trade in British Columbia. Alexander Mackenzie, the first man to cross Canada by land, in 1792 explored the area for the NorthWest Company, the great Montreal fur-trading company. Others of the company established in the region the oldest settlements in British Columbia, among them the oldest white settlement north of San Francisco, Fort McLeod. From another of these forts, at the confluence of the Nechako and Fraser rivers, Simon Fraser started his historic journey to the coast, down the river that now bears his name.

While in later years the fur trade declined, it remained for many years a mainstay of the area. The heritage of this early period is with us even today in the settlement nomenclature such as Tete Juan Cache, Quesnel, and Fort St. James.

Coincidental with the early phase of settlement and exploration of the interior was the surveying of the coast by captains Cook and Vancouver, the latter being in Bella Coola at the time of Mackenzie's historic arrival.

The subsequent history of the region concerns primarily the opening of transportation corridors allowing the development of the regions resources in the 20th century.

# The Alexander Mackenzie Grease Trail— A Heritage Learning Resource

The body of this article is provided courtesy of *Parks Canada* and *The Province of B.C.*

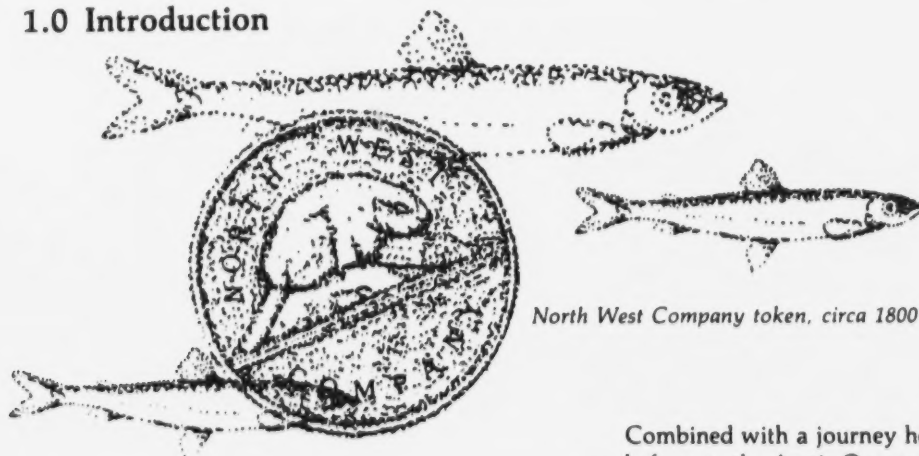
Alexander Mackenzie, in July 1793, made the first journey by a white man through the region as part of the first overland crossing of North America. Today his route west from Quesnel has been designated a heritage trail by the federal and provincial governments. The following excerpt from the master plan for the trail outlines the history of Mackenzie's journey and the Heritage Trail. A display available from the provincial Ministry of Lands, Parks, and Housing can be used very effectively when Mackenzie and his journey is studied.

—Editor

Although the original inscription painted in vermilion and grease has long since washed away, this nationally significant historic site is now marked with a monument honoring the achievements of this great Canadian explorer.

Alexander Mackenzie was the first European to cross the Rocky Mountains, and first person to make a successful crossing of the continent. He preceded, by 12 years, the often more celebrated U.S. expedition of Lewis and Clark.

## 1.0 Introduction



North West Company token, circa 1800

### 1.1 Historic Background

#### "A Canada From Sea to Sea"

In May of 1793, Alexander Mackenzie left his outpost in the northwest for an ambitious journey, aimed at finding a trade-route to the Pacific coast for the Northwest Company. His exploration, from the Peace River near Lake Athabasca to tidewater on Dean Channel, took, 72 days and covered over 2,000 km of unmapped terrain. At the westernmost point in his journey, on a rock in the intertidal, he painted a memorial to his now famous exploration:

**"Alexander Mackenzie, from Canada, by land, the twenty-second of July, one thousand seven hundred and ninety-three."**

Combined with a journey he had made three years before, to the Arctic Ocean, Mackenzie proved that the first time there was no "northwest passage," a myth that had fueled exploration since the days of Columbus.

In 1801 he published his journal; a popular account of his adventures, and an elaborate description of the fur trade. It also provided one of the first and finest accounts of northwest coast native culture.

During the last 17 days of his odyssey to the Pacific, Mackenzie was guided by natives along an ancient trail, part of an extensive latticework blanketing the entire northwest. These trails were important trade routes connecting coastal people with those of the interior. Dried fish, cedar-bark and berries from the coast were among the traditional trade-goods bartered for moose hides, beaver and valuable obsidian from the interior. Eulachon, a small fish that was dried, or often rendered into grease, was also

a valuable commodity. Great quantities moved inland on the backs of native people. For this reason, aboriginal trade-routes are referred to as "grease trails." They were also important for establishing territory, and for reinforcing kinship between native peoples.

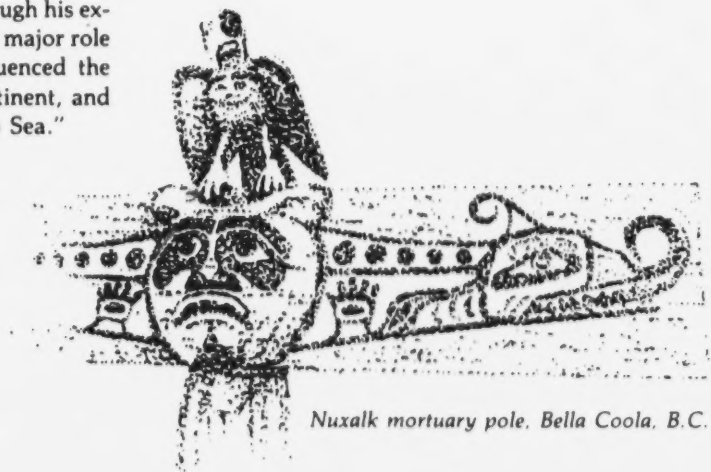
Although considered to be a failure by his partners in the fur trade, since it did not provide the company with an immediately practical route to the Pacific, Mackenzie's exploration did generate considerable international interest. It led directly to an expansion of the fur trade in the northwest. His journal was used by both Simon Fraser and David Thompson in their explorations of the southern Pacific slope, the entire Fraser and Columbia River basins. Within 10 years of his journal being published, trading posts had been established at Fort St. James, Fort Macleod and Fort Fraser.

Today, the boundaries of Canada and the United States approximate those between the fur trading companies of almost 200 years ago. Through his exploration, Alexander Mackenzie played a major role in the expansion of the fur trade, influenced the political and commercial axis of the continent, and helped to create a "Canada from Sea to Sea."

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*...The inhabitants received us with great kindness, but instead of fish, they placed a long, clean, and well made trough before us full of berries...*

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Nuxalk mortuary pole, Bella Coola, B.C.

### 4.3 Cultural Resources

#### Theme 1 Alexander Mackenzie

- first person to successfully complete an overland crossing of the continent.
- his exploration resulted in the expansion of the fur trade into what is now B.C. Posts were built at Fort George (1807), Fort Macleod (1805), Fort St. James (1806), Fort Fraser (1808) and Fort Alexandria (1822).
- he was the first European known to have crossed the Rocky Mountains.
- his exploration represents the first-ever survey of what is now British Columbia.
- his exploration opened the way for surveys by Simon Fraser and David Thompson, strengthening British presence on the Pacific northwest coast.

#### Theme 2 Native Prehistory and Ethnology

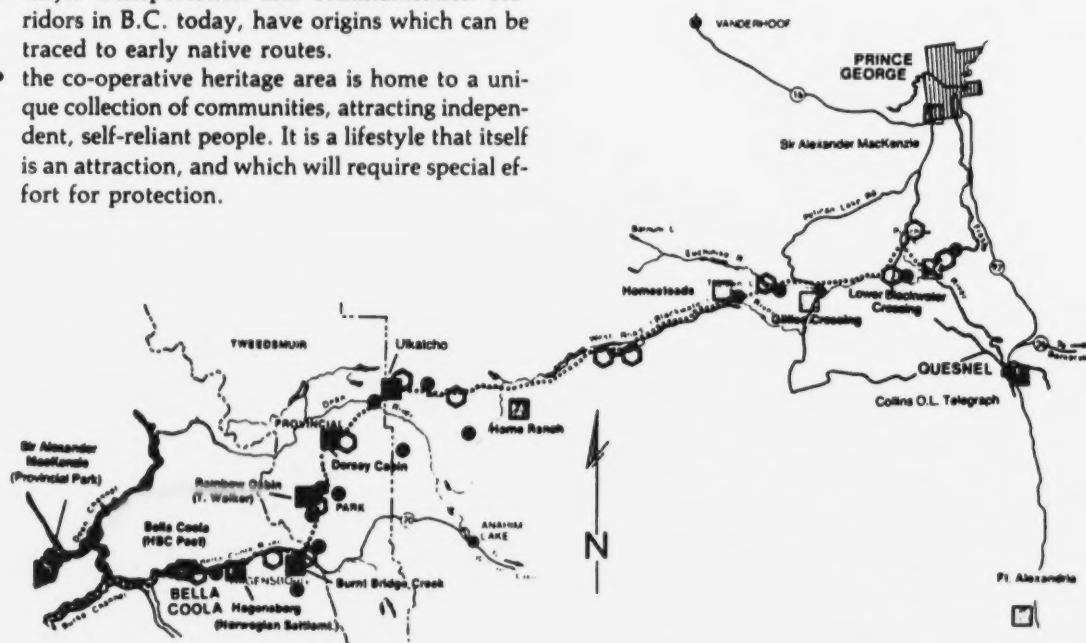
- the trail spans an area traditionally occupied by three culturally distinct native groups:  
Nuxalk people—Bella Coola Valley  
Southern Carrier—Interior Plateau  
People of Waglisla—Bella Bella/Outer Coast
- Mackenzie was guided along an aboriginal trail. Without the assistance of native guides, he probably would never have succeeded.
- Mackenzie's journal is one of the first and finest European accounts of early B.C. native culture.

### Theme 3 Natural History

- the location of trails was dictated by physiography. Routes usually followed the highest terrain, through least dense vegetation.
- trade routes were located on patterns established by availability and source of trade goods.
- Mackenzie's journal includes notes on landform and vegetation. Taken almost 200 years ago, it provides a benchmark for evaluating and interpreting today's landscape.

### Theme 4 Post-contact History (1793-present)

- surveyors, traders and missionaries followed Mackenzie into the northwest, inducing a dramatic change in native lifestyles.
- major transportation and communication corridors in B.C. today, have origins which can be traced to early native routes.
- the co-operative heritage area is home to a unique collection of communities, attracting independent, self-reliant people. It is a lifestyle that itself is an attraction, and which will require special effort for protection.



## ALEXANDER MACKENZIE HERITAGE TRAIL

### SIGNIFICANT FEATURES

- Significant Natural Features
- Historically Significant Sites
- Significant Prehistoric Cultural Sites

0 20 40 60 80 Km.

## New Caledonia In Time and Space

*Kent Sedgewick*

Little was done with the discoveries of Mackenzie for more than a decade. Simon Fraser, another North West Company servant, established the first fur forts and began the permanent settlement west of the Rockies. These forts were established in an area Fraser called New Caledonia, because it reminded him of his mother's descriptions of the highlands of Scotland.

The following information chronicles the fur trade and the early history of New Caledonia.



### CHRONOLOGY OF NEW CALEDONIA

- |       |                                                                                                                                          |       |                                                                                                                                |
|-------|------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------------------------------------------------------------------------------------------------------------------|
| 1793  | Alexander Mackenzie completes the first transcontinental crossing from Peace River.                                                      | 1823  | murder at Fort George closes post for several years.                                                                           |
| 1805  | Simon Fraser leads North West Company west of the Rockies and founds Fort McLeod the same year as Lewis and Clark reach the Pacific.     | 1828  | Sir George Simpson inspects New Caledonia — confirms the Fraser River cannot be used for transport.                            |
| 1806- |                                                                                                                                          | 1842  | Father Demers begins Catholic missions to New Caledonia and constructs first permanent church in B.C. at Fort Alexandria.      |
| 1807  | Fraser founds Fort St. James, Fort Fraser, and Fort George.                                                                              | 1858  | Fraser River goldrush starts.                                                                                                  |
| 1808  | Fraser explores the Fraser River to its mouth.                                                                                           | 1862  | Billy Barker's find starts Cariboo goldrush.                                                                                   |
| 1813  | John Stuart connects Fort St. James with the Columbia River posts via Fort Kamloops.                                                     | 1863  | Giscome Portage is discovered as a route to the Peace River—steamboat service begins on the Fraser from Soda Creek to Quesnel. |
| 1821  | North West Company founds Fort Alexandria as heard of brigade trail to the Columbia—merger of Hudson Bay Company and North West Company. | 1865  | Cariboo Road from Yale to Barkerville is finished.                                                                             |
|       |                                                                                                                                          | 1865- |                                                                                                                                |
|       |                                                                                                                                          | 1866  | Telegraph Trail from Quesnel to Hazelton                                                                                       |

- becomes main route into New Caledonia.
- 1871 Omineca gold rush north of Fort St. James.
- 1876 George Dawson of the Geological Survey explores the Chilcotin and Blackwater River basins in Central Interior along with the CPR Railway survey.
- 1891 Steamboats on the Skeena River to Hazelton supply Fort St. James.
- 1909 South Fort George and Central Fort George townsites are founded.
- 1909-1910 Steamboats run the upper Fraser from Quesnel to Prince George and on to Tete Juan

- Cache over 400 miles through Fort George Canyon and Grand Canyon.
- 1911 Blackwater Road from South Fort George connects to Telegraph Trail and Quesnel.
- 1914 Grand Trunk Pacific Railway is finished.
- 1915 Prince George is incorporated.
- 1921 Pacific Great Eastern reaches Quesnel—Cariboo Highway is extended from Quesnel to Prince George.
- 1944 Highway to Prince Rupert is finished.
- 1952 Pacific Great Eastern reaches Prince George—Hart Highway to Peace River is completed.



# The Origins of New Caledonia in a Nutshell

*Keith Gordon and Peter Thrift*

If you haven't the time or the inclination to pursue a major study of the region, here is an exercise that will give the students the basic background on Mackenzie, Fraser, and the rival fur companies.

To begin this study, we have to pick up some historical threads. Complete the following readings:

*Nation of the North* .....pages 32-34  
*The Historical Atlas of Canada* .....pages 41-45  
*Challenge and Survival* .....pages 136-145 (skim)

In the fur trade in Canada, who/what was:

The Bay? \_\_\_\_\_

The River? \_\_\_\_\_

When was the North West Company formed? \_\_\_\_\_ For what purpose was it formed?

Specifically, how would a Pacific Ocean Base be advantageous to the North West Company?

Good accounts of Mackenzie's and Fraser's exploration are on pages 142-145 of *Challenge and Survival*. How is the map on page 143 inaccurate?

Complete the chart below:

## ALEXANDER MACKENZIE

Great Disappointments

Significant Accomplishments

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## SIMON FRASER

Great Disappointments

Significant Accomplishments

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# Economic Beginnings— The Fur Trade in New Caledonia

Garvin Moles

*Posts of the Athabasca and New Caledonia districts, c. 1832.*



From its earliest beginnings to World War I, New Caledonia depended on the fur trade for its economic survival. The following readings and activities give a view of the early years in the posting the Hudson's Bay Company clerks called the "Siberia of the Fur Trade."

## North West Company Posts

Simon Fraser founded the forts of New Caledonia beginning at Fort McLeod in 1805, Stuart Lake Post (later called Fort St. James), and Fort Fraser in 1806, and Fort George in 1807, the fourth fort in New Caledonia. In 1821, the North West Company merged with its rival, the Hudson's Bay Company, and all the posts of New Caledonia came under the jurisdiction of the new company.

1. What reasons might Fraser have had for locating each of the four forts where he did?

2. Three routes were open to Fraser to get the furs out from New Caledonia, only two of which he knew. Using the map above, note the three routes.
3. Examine the information on Hudson's Bay Company personnel and tariffs in New Caledonia. Why, do you think, the Hudson's Bay Company structured its pay system as it did?

## Remote Location

New Caledonia was called the Siberia of the fur trade because of its remote location. Fort George, in this regard, ranked only slightly ahead of Fort McLeod, or Fort Misery as it was commonly known. For the men stationed at Fort George, it was a lonely existence with news of the outside world and family received only once a year. A harsh climate was made harder to survive by the monotonous diet, which consisted mainly of dried salmon.

### Rations

Company officers—flour, rice, beans, bacon, tea, and sugar. When this ran out, they joined in servants' meals.

Servants—dried salmon, berries, and water.

Man—three dried salmon per day.

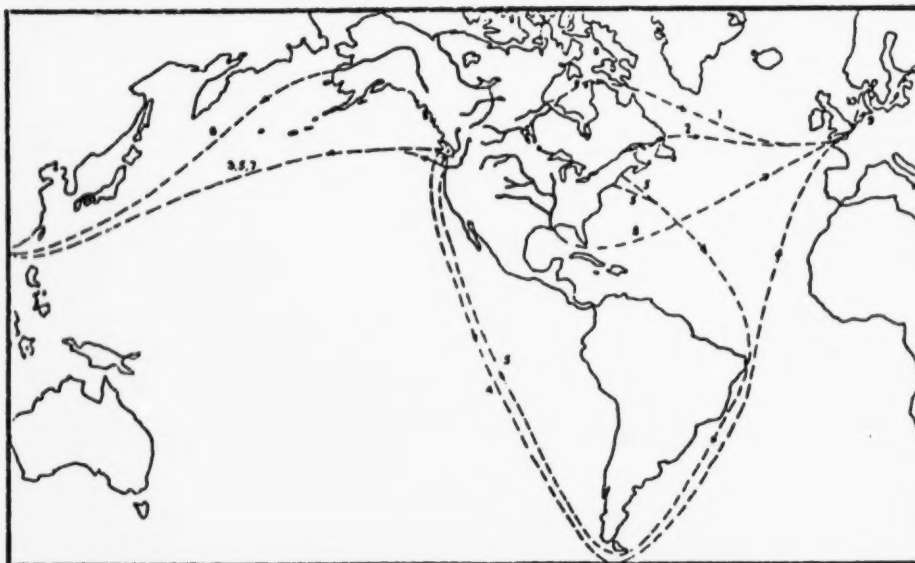
Woman—two dried salmon per day.

Child—one dried salmon per day.

Although isolated in one way, Fort George was a part of a world-wide network of trade in furs as indicated below.



World Trade in Furs: Principal Export Routes, 1783-1840



1. Hudson Bay to London, England
2. Montreal to London
3. Nootka Sound (Vancouver Island) to Canton, China
4. Nootka Sound to London
5. Boston and New York City to Canton (via the North Pacific coast)
6. Alaska to Canton
7. Northwest coast (HBC after 1821) to Canton
8. New Orleans to London
9. London to Hamburg, Frankfurt, and Leipzig
10. London to Russia.



## Life in New Caledonia 1810-1816

The diary of Daniel Harmon gives one of the best glimpses into the life of a fur trader in New Caledonia in the formative years. The excerpt is from *The Journal of Daniel Harmon*, Champlain Record Society.

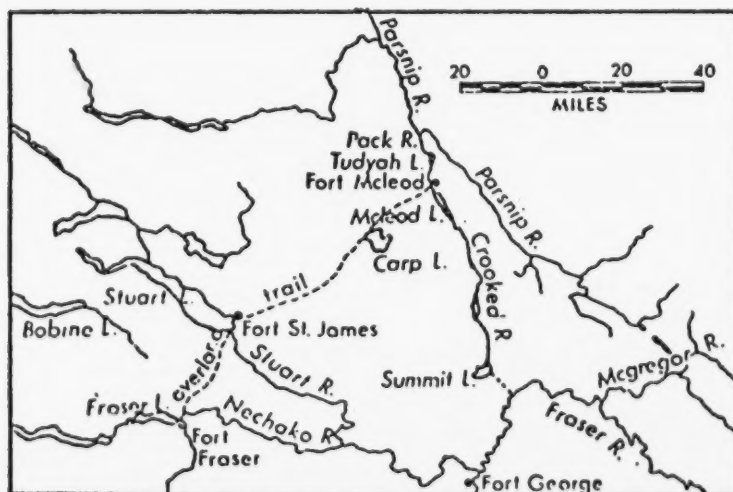
NOVEMBER 1 [Thursday]. McLeods Lake [Fort McLeod] and where we find Mr. J.M. Quesnel and Dallaire—the latter past the summer here but the former has just arrived from Stuart's Lake. After leaving the Rocky Mountain Portage we have not seen a Plain or any place where the Country was not covered with thick Timber, but since we left Finlay's Branch, the Country on the west side appears to lie low and level. In coming here we always followed Peace River [meaning the Peace River proper and then its south branch, the Parsnip River] until [within] about fifteen Miles of this when we left that to come up a small River [the Pack River] which is not more than five or Six Rods broad, which runs through a small Lake [Judyah Lake] a little below this. The Indians who frequent this Establishment are also Sicannies [Sekani], and belong to the same Tribe as those who take their Hunts to the Rocky Mountain Portage. Their dialect differs little from that spoken by the Beaver Indians—but they appear to be a wretched starving People, and as I am

told are often drove to the necessity of living upon Roots, as there are few large Animals in this part of the Country, and the depth of Snow is too great in the Winter (for they generally have from four to Six feet) for them to kill many Beaver in that Season, neither can they at that time of the year take many Fish.

"Small white fish and trout are here taken; but those who reside here subsist, during the greater part of the year, on dried salmon, which are brought in the winter, on sledges, drawn by dogs, from Stuart's Lake."

NOVEMBER 2 [Friday]. We have past the Day in examining the property we brought here, and in giving out loads to our People to take on their backs to Stuarts Lake over land, as the distance is too great to go there by water (esppecially at this late Season) for to go there in a Canoe would take twelve or fifteen Days, whereas through the woods a person can easily reach there the Sixth Day after leaving this with a load of fifty or Sixty pounds weight on his back.

STUART'S LAKE. NOVEMBER 8 [Thursday]. Stuart's Lake, where Mr. Quesnel myself and thirteen labouring Men arrived this afternoon, having left McLeods Lake on the third, where Mr. Stuart intends passing the ensuing Winter. Our road here has been over an uneven Country, generally covered with thick Timber—however we past several small Lakes, but saw one about Six Miles long [Carp Lake]. This Fort stands in a very pleasant place at the East end of what is now called Stuart's Lake, and is as I am informed about one hundred Miles long and from three to fifteen broad. Within about two hundred Rods of the Fort a considerable River runs out of the Lake, where the Natives who call themselves Ja cullies have a Village or rather a few small Huts made of wood and where they remain during the Salmon time—that is while they



are taking and drying those Fish, but this Season very few came up this River [the Stuart River].

NOVEMBER 11 [Sunday]. Mr. Quesnel accompanied by ten common Men with a small assortment of Goods have gone to reestablish Frasers Lake, which place lies about fifty Miles from this, and where we understand that the Natives this fall dried a considerable quantity of Salmon. I have also sent People to the other side of this Lake in hopes they may take a few White Fish, notwithstanding the Season for them is nearly past.

DECEMBER 3, Monday. Several Days since Mr. Stuart &c. returned from Frasers Lake, and tells me that while he was there they purchased five thousand Salmon, and it was though [thought] that Mr. Quesnel would be able to procure a few more there and at a neighbouring Village which will be a sufficiency for all of our People for the Winter. Mr. Stuart is returned to McLeod's Lake.

MAY 1, Saturday. As we have all reason to think it cannot be long before the Ice breaks up in the Rivers, to enable our People to set off for the Rainy Lake, we therefore have sent the last of them to McLeod's Lake where they will embark with the Returns and by whom we forward Letters to People in the Country as well as to our Friends in the Civilized part of the World.

MAY 13, Thursday. Fine weather. In the fore part of the Day Mr. Stuart Six Canadians and two of the Natives embarked aboard two Canoes, and took with him a small assortment of Goods (as pocket money) and Provisions for a Month and a half, in order to go and join Mr. J.G. McTavish &c. at some place on the Columbia River, and there with them proceed down to the Sea—and should Mr. Stuart be so fortunate as to discover a water communication between this and the Columbia, we shall for the future get our yearly supply of Goods from that quarter, and send our Returns

out that way, which will be shipped there directly for the China Market in Vessels which the Concern intends building on that Coast—but while those deep-laid plans are putting in execution, I in a more humble sphere it is true, but full as sure of succeeding in my undertakings shall attend to the little affairs of New Caledonia! and pass the Summer at this place. Perhaps there is no Country in the World, where people have business to attend to in order to gain their livelihood, who have so much time to themselves as we in this Savage Country—for few of us here are employed more & many much less than one fifth of our time in transacting the business of the Concern—therefore we have at least four fifths at our disposal, and if we do not employ those leisure moments in improving our understandings it must be our fault—as there are few Posts where they are not tolerably well supplied with Books but it is true they are not all of the best kind, however there is something to be learnt to our advantage out of every Book when read with due attention—and I often think that were I deprived of the few I have I should experience many an unpleasant & solitary hour, for even with their aid I but too often feel moments of deep melancholy especially when I begin to reflect on the great length of time I have been absent from my native land, and thus cruelly separated from all I hold very dear in this World!

### Governor Simpson's Report On New Caledonia

The isolation of New Caledonia and the lot of the Hudson's Bay Company servants is also outlined in Governor Simpson's Dispatch of 1829 following a tour of inspection of the area.

Source: Governor Simpson's Dispatch of 1829, The Hudson's Bay Record Society.

New Caledonia, receives its supplies from Fort Vancouver the Voyage out and home occupying about Four Months; the mode of transport being from Fort Vancouver to Okanagan by Boats, from Okanagan to Alexandria by Horses, from Alexandria to Stewarts Lake

by North Canoes, and from Stewarts Lake to the out-posts by a variety of conveyances, vizt. large and small canoes, Horses, Dog Sleds and Men's backs; in short, there is not a District in the country, where the Servants have such harassing duties or where they undergo so many privations; to compensate for which, they are allowed a small addition to the Wages of other Districts. But the present duties of the District, as regards the labour and suffering of the people, are no wise to be compared with what they were during the early part of the administration of Chief Factor John Stewart, who may be considered, the Father or founder of New Caledonia; where for 20 years of his Life, he was doomed to all the misery and privation, which that inhospitable region could bring forth, and who with a degree of exertion, of which few men were capable.

#### CHIEF KWAH'S DAGGER

One of the great chiefs of the Carrier Indians at Stuart Lake was Kwah. He was born about 1755. Many tales are told of his prowess in battle, but his real claim to leadership was the result of his specializing in dealing with European traders. His authority was enhanced by the many honors bestowed by the Hudson's Bay Company.

Chief Kwah at one time had a dispute with James Douglas while the future Governor was post manager at Fort St. James. At this time, Kwah had Douglas at the mercy of his famous dagger. Fortunately, the chief spare the life of this builder of the province of British Columbia.

Chief Kwah's dagger was said to be the first metal knife owned by an Indian in New Caledonia. It became a symbol of chieftainship among the Carrier Indians.



# PRINCE GEORGE: Historical and Urban Development

*Kent Sedgewick*

*As the largest city in the Central Interior, Prince George is a good case study, reflecting, as it does, the growth of the region. Kent Sedgewick, an urban planner for the City of Prince George, summarizes the history of the city, the vagaries of its population growth, and the principles contained in the original townsite plan developed at the request of the Grand Trunk Pacific Railway.*

## PRINCE GEORGE A Brief History of the City

### The First Century

The origins of the City of Prince George can be traced to the commercial activities of the North West Company, a partnership of Canadian fur traders based in Montreal. Under the leadership of Simon Fraser, the company began, in 1805, to establish a chain of trading posts west of the Rocky Mountains. One post, called Fort George after King George III, was located in 1807 at the confluence of the Fraser and Nechako rivers.

Fort George was never an important post. It produced relatively few furs and wasn't a supplier of dried salmon to the fur traders as was Fort Fraser. Fort St. James greatly overshadowed it and became the "capital" of new Caledonia after the Hudson Bay Company absorbed the North West Company in 1821. Even during the Cariboo goldrush in the 1860s, Fort George remained a minor trading post, serving the adjacent native village on the Indian reserve and a few white prospectors. Today, the site of the fort and the Indian village is in the City's Fort George Park.

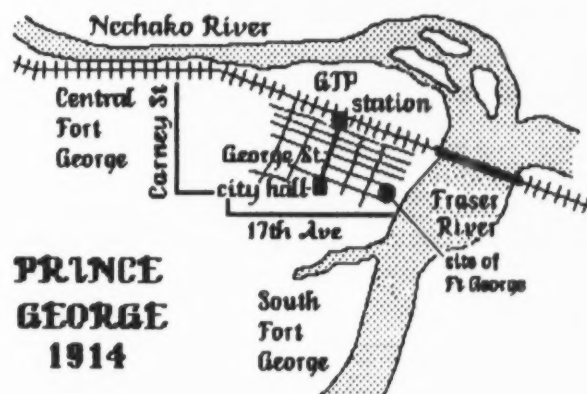
### The Origins

Agricultural homesteading began around Fort George about 1906, when people realized a new transcontinental railway would pass the fur post. In 1909, the townsite of South Fort George sprang up on the banks of the Fraser River south of the Hudson Bay Company post. The first of hundreds of sawmills that

were to dot the region was soon built in the community. Paddlewheel steamboats plied the rivers, and in 1911, the town was linked by wagon road to Quesnel and the southern part of the province. In its heyday in 1914, its population was 1500 or more.

To the west of the Indian reserve, a rival townsite was constructed in 1910 on the south bank of the Nechako river. Central Fort George was vigorously promoted through world-wide advertising by an entrepreneur from Minneapolis. The town had grown to a population of approximately 1500 when a disastrous fire late in 1914 gutted the community, a blow from which it never recovered.

A third townsite that was eventually to become downtown Prince George was established in the spring of 1914, when the Grand Trunk Pacific Railway arrived. The town was constructed on the former Indian reserve, which the railway managed to purchase for \$125,000. The street layout was planned by a firm of Boston architects and the main street was to be George Street, anchored at one end by the station and at the other by the city hall. Once it became clear that the station was to be in the railway's townsite, both South and Central Fort George began to decline in population.



By the end of 1914, Prince George was a boom town, and its 1500 residents had already exceeded the population of each of the two earlier communities. It was not unusual to see buildings from South or

Central Fort George being skidded across the snow to Prince George in the winter of 1914-15. On March 6, 1915, the City of Prince George was incorporated as a municipality.

#### Between the Wars

The railway boom ended as rapidly as it had begun. World War I drew many men away. The population of the three communities in 1914 had been over 3500; by 1921, it was 1000 fewer. During the next two decades, the lumber industry became the mainstay of the regional economy, with dozens of sawmills along the railway. But in spite of this development, the depression years of the 1930s kept the size of the city relatively constant. In 1941, soon after the outbreak of World War II, the population was still only 2500, with an additional equal number in the district around the city.

#### The Growth Years

The War marked the beginning of a period of sustained growth that continued for four decades. The Yellowhead Highway to Prince Rupert (Highway 16 west) was completed during the war. Development continued in the post-war period. In 1952, the Hart Highway (Highway 97 north) to the Peace River was finished, and the British Columbia Railway reached

Prince George. During the 1950s, many new residents came from the prairies to work in the developing sawmill industry. The population was 14,000 in 1961, and the city was poised for its greatest growth period.

In the 1960s, numerous small sawmills were consolidated into several large regional mills, and the construction of three pulp mills gave the community a boom-town reputation. Yellowhead Highway 16 east to the prairie provinces was finished, completing the northern trans-provincial route. Several city boundary expansions, the most recent in 1975, absorbed the old communities of South and Central Fort George and suburbs north of the Nechako river and to the southwest.

In the 20 years between 1961 and 1981, the population grew from 14,000 to 68,000. Growth has levelled off since 1981, and the present population is 70,000. With an economy based on the forestry, transportation, and service sectors, the city has become the regional centre for the northern half of British Columbia.

#### Reference

F.E. Runnalls, *A History of Prince George*, (1946, reprinted 1983).

## Prince George Population Growth

Prince George has a reputation as a boom town with very high rates of population increase. A look at the historical pattern of the city's population growth reveals this reputation is deserved, but along with the "booms," it has also had its "bust" periods, in which population growth was stable or even negative.

Population studies of communities is often complicated because census data is given for the area within the municipal boundaries. This figure often ignores the population immediately outside the boundary which realistically should be considered part of the community. As well, municipal boundaries sometimes expand to take in this "suburban" population, so census data is not strictly comparable from one census period to the next.

These problems are evident in the census data for Prince George. The city was founded in 1915, and the first census figure is for 1921. The first boundary expansion in 1953 took in much of the substantial

population that had been outside the boundary. There were a number of other boundary changes before the most recent expansion in 1975. This last amalgamation expanded the boundary to such an extent that it now realistically includes almost all the population that could be considered to be in Prince George.

The population figures given in the following discussion are intended to represent a combined estimate of the population within the city boundaries and the population outside that should be considered part of Prince George. The estimates are derived from census data for the city, the surrounding census subdivision A, the regional district, and from local knowledge of growth and settlement patterns.

The earliest population data for the communities that were to merge into the City of Prince George come from newspaper accounts and various historical sources. The first figure is for the latter part of 1909, when "about 50 white people" were in the district,

perhaps 40 of them in the Prince George vicinity; figures that are confirmed by the election in November when only 26 votes were cast. These figures did not include approximately 130 native people who lived on the Indian Reserve at Fort George, nor did it include any white women, because the first one arrived in May 1910. By that year, two communities had sprung up on the banks of the Fraser and Nechako rivers: South Fort George and Central Fort George, with a combined population of 200 persons. This increased very rapidly to 2700 by 1913 in anticipation of the railway.

By the end of 1914, the railway had purchased the Indian reserve and established its own townsite of Prince George. It was said that 1500 persons were there with an additional 1000 in each of the Fort Georges. The establishment of Prince George led to the decline of the Fort Georges, particularly after a major fire in Central Fort George in November and a number of buildings from the earlier communities were skidded across the snow to Prince George in the winter of 1914-15.

The First World War ended Prince George's initial boom period associated with the railway and many men left for the front. When the first census count was made in 1921, 2000 persons were counted in the city, with perhaps another 500 in the surrounding area. It would appear the boom had turned to bust, and approximately 1000 persons had left Prince George between the start of the war and 1921, a 29% decrease.

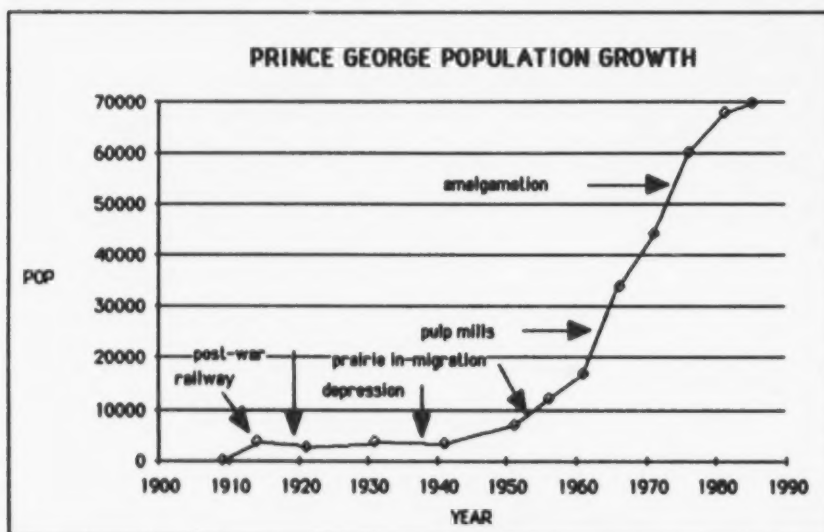
After the war, population growth resumed due to the returning soldiers and the growth of lumbering and agriculture in the region. The 1920s saw a substantial increase, with the census decade 1921-31 growing an estimated 40%. Still, by 1931, the estimated area population of 3500 is the same as in 1914 at the peak of the railway boom. Then came the 1930s depression and another loss. In the 1941 census, the area estimate is 3000, down 14%.

The Second World War began a period of sustained growth that was to last four decades. From 1941 to 1951, population increased by 127% to an estimated 6800. In the 1950s, in-migration from the prairies (particularly in 1951-56) developed the lumber industry, and population growth was approximately 150%. There were about 17000 people in the Prince George vicinity in 1961 when the pulp mill boom began. Within five years, during which three pulp mills came on stream, the population doubled, an average growth of 20% per year. Very strong growth continued through the 1970s as the economy diversified into the service sector. By the 1981 census, there were 68000 in the expanded city boundary, quadrupling the population over two decades.

However, that year saw an abrupt economic change, and growth has essentially been stable to the present, with the natural increase (births—deaths) being partially offset by some out-migration. The population in 1985 is estimated at 69500, with growth averaging about 0.5% per year since 1981.

Prince George has experienced two boom periods; a short time when the railway arrived and a second,

much longer, during the growth of the forest industry from 1951-81. Two bust periods, when population declined, occurred during the First War and in the Depression of the 1930s. The present period of slow growth with some out-migration should be regarded from this perspective. Our contemporary view is strongly colored by the rapid growth since 1951, particularly in the 1960s and 1970s when growth was truly outstanding. Historically, periods of slow growth and a stable population are just



as much in character as boom times. Prince George is a classic boom and bust town.

#### PRINCE GEORGE'S POPULATION GROWTH

Canadian census data is not available for Prince George before 1921. The figures before that date are based on newspaper articles and other historical sources. The figures from before 1914 *exclude* approximately 130 native people, who lived on Indian Reserve No. 1 at Fort George. They moved to Reserve No. 2 at Shelley in September 1913, when the Fort George reserve was purchased by the railway

for the townsite of Prince George.

Census data before 1966 does not provide a reliable estimate of the population immediately outside the municipal boundaries, which should be considered part of Prince George. As well, the boundaries changed many times between 1953 and 1975. Consequently, figures before 1975 are estimates based on census data for the City of Prince George added to an estimate for the surrounding area. The bracketed figure is the census population for the City of Prince George.

|                      |                                                                                                                                                                                                   |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1909 = 40            | The beginnings of South Fort George; no white women had yet arrived.                                                                                                                              |
| 1910 = 200           | Total of Central and South Fort George.                                                                                                                                                           |
| 1911 = 600           | Central and South Fort George.                                                                                                                                                                    |
| 1913 = 2700          | Central and South Fort George.                                                                                                                                                                    |
| 1914 = 3500          | 1500 in Prince George and 1000 each in Central and South Fort George during railway boom.                                                                                                         |
| 1921 = 2500 (2053)   | City census data used from here on; decrease due to WWI.                                                                                                                                          |
| 1931 = 3500 (2479)   | Result of post-WWI settlement.                                                                                                                                                                    |
| 1941 = 3000 (2027)   | Decrease due to Great Depression.                                                                                                                                                                 |
| 1951 = 6800 (4703)   | Result of post-WW2 settlement.                                                                                                                                                                    |
| 1956 = 12000 (10563) | In 1953, the first boundary expansion of the city since incorporation in 1915 absorbed what had been Central Fort George; growth in the lumbering industry attracted migration from the prairies. |
| 1961 = 17000 (13877) | Further boundary expansions in the bowl.                                                                                                                                                          |
| 1966 = 34000 (25853) | The first census data for the city and outlying suburbs; result of growth in the boom years of pulp-mill construction.                                                                            |
| 1971 = 44000 (33101) | Growth during years of economic diversification.                                                                                                                                                  |
| 1976 = 60000 (59929) | In 1975, the present city boundary was established to include suburban areas outside the bowl.                                                                                                    |
| 1981 = 68000 (67559) | The end of two decades of very rapid growth, 1961-1981.                                                                                                                                           |

## Prince George's Townsite Plan

Planned "instant" towns associated with major resource developments are not unusual features in northern British Columbia. One has only to recall Kitimat, Mackenzie, Fraser Lake, and Tumbler Ridge. The examples from an earlier era can also be found such as Wells, Prince Rupert, and Prince George. Townsite plans for instant towns portray the designer's perception of what makes for a socially and economically ideal urban place, a perception molded by town planning ideas current at the date of design. In Prince George, the ideas were from the turn of the century in the United States.

The Grand Trunk Pacific Railway acquired a site for its planned town of Prince George in May 1912, when it completed the \$125,000 purchase of the Fort George Indian Reserve. A detailed topographic map of the townsite was surveyed that summer by James C. Anderson, a railway civil engineer. The railway commissioned the Boston architectural firm of Brett, Hall & Co. to lay out a town plan for Prince George based on that map. Brett & Hall (George Hall was the son-in-law of Charles Hays, the railway's president) also designed Prince Rupert as a model city to be the railway's Pacific terminus.

The Prince George town plan was drawn up in Boston and was transposed onto the site in the spring of 1913 by Fred Burden, a local surveyor. The townsite was then cleared, and buildings began to be erected in early 1914 soon after the arrival of steel.

The Brett & Hall plans for both Prince George and Prince Rupert display design ideas from the "City Beautiful" planning movement, which was popular at Harvard University in Boston. Harvard was an academic centre for planning at the turn of the century, and Charles Robinson, a visiting professor there, had coined the phrase "City Beautiful."

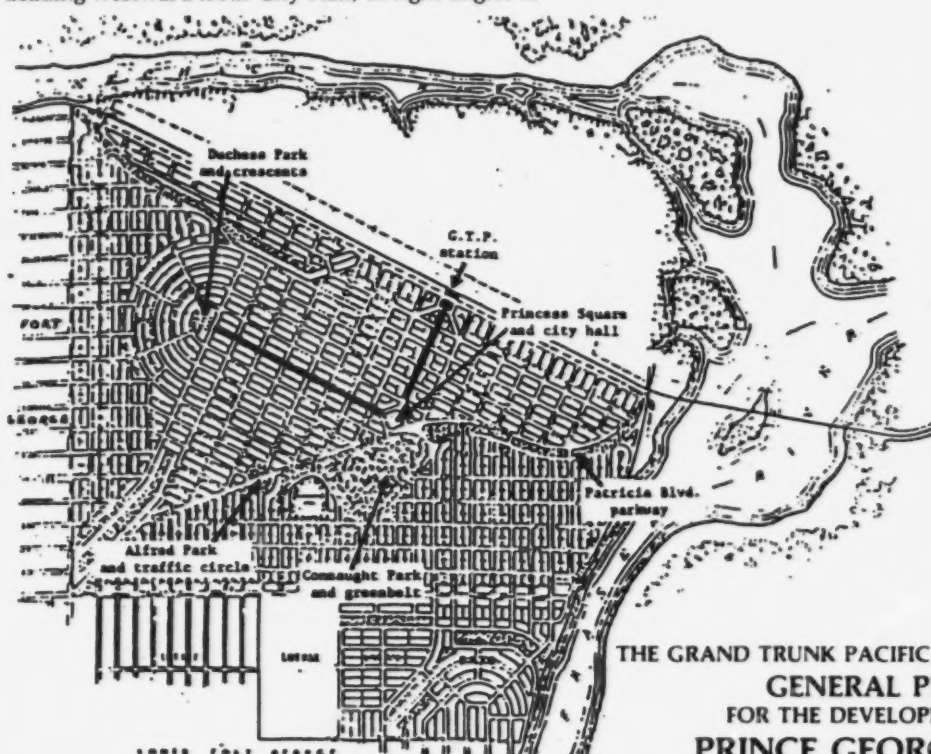
The characteristics were first displayed in the layout of the Chicago World's Fair of 1893. They had a strong geometric aspect attributed to the boulevards of Paris, which were created after 1850. Vistas along broad, straight avenues were usually terminated by major civic buildings, or by circular roads and traffic circles, which enclosed decorative parks and gardens.

In Prince George, these ideas can be seen in the location of George Street as the main commercial thoroughfare with the railway station at one end and Princess Square, containing City Hall, at the other. Leading westward from City Hall, at right angles to

George Street, is Seventh Avenue, which was intended to be another major thoroughfare. Seventh terminated in Duchess Park at the centre of the "crescents." The crescents are four, concentric, semi-circular, residential streets which geometrically surround Duchess Park and neatly terminate the straight portions of the roads between Third and Eleventh Avenues.

Another element of the plan was a curved parkway, Patricia Boulevard, which led to Connaught Park. At the intersection of Patricia Boulevard and Victoria Street was a traffic circle that contained Alfred Park. The names of the parks and the boulevard are associated with the family of the Governor-General, the Duke of Connaught, who was also a strong supporter of town planning.

The plan of a community is part of its heritage as are its older buildings. The plan reveals the founding principles and contributes to the identity of a community. Prince George's town plan was a modest version of the American "City Beautiful" idea transposed into the Canadian wilderness. As Expo '86, a world's fair emphasizing transportation, approaches, it is interesting that the railway townsite plan stemmed from ideas seen at the Chicago World's Fair of 1893.



# Curriculum Commentary

## Local History and the New Social Studies Curriculum

Garvin Moles

The allowance of 15% of each of the new social studies courses for discretionary extension activities provides a wonderful opportunity to have students study local history. Local resources, be they human, archival, or material, offer the teacher a chance to make history more than a book on a shelf. The study of a local area can encourage interaction between the student and the community.

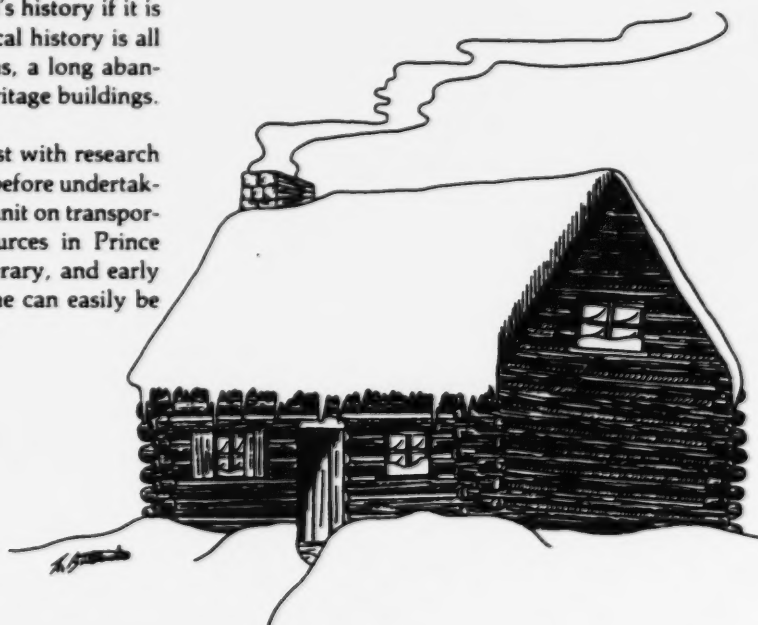
Local history is the essence of storytelling. It may not have the broad romantic sweep of the larger canvas of national and world history, but it portrays in miniature the same progress of human events, our successes and failures, qualities and foibles. It is grassroots history, viewing society from the bottom up, examining the many facets of an area's people, in their geography, politics, institutions, and industries. At its best, local history transmits the spontaneity and excitement of pioneer yarns, explains the derelict mill site, or awakens the sense of belonging and an awareness in a new generation to the heritage of the community. What is a nation's history if it is not the sum of its local history? Local history is all about us, in a pioneer's recollections, a long abandoned trail, a trapper's cabin, or heritage buildings.

The material included here deals first with research techniques student's should acquire before undertaking a local study. It is followed by a unit on transportation, developed from local resources in Prince George such as the museum, the library, and early editions of the newspaper. The same can easily be done for most B.C. communities.

### Research Techniques

Local history is stimulating and enjoyable—the more so if the research phase is a rewarding experience. The real work begins with the writing, but this can be eased immeasurably with thorough, well-organized research. Employing good techniques in the research stage can head off the frustrations that too often arise from inadequate research notes.

It is important to understand what you are trying to achieve. Robin Winks, almost two decades ago, edited a book entitled *The Historian as Detective*: it seems natural to think of the historian as a good detective solving a case: deciding the type of evidence required, then finding the clues, expanding on them, and finally marshalling the facts and evidence in a coherent form. Easier said than done, but research does not have to be the onerous task some people believe it is. Here are some do's and don'ts that ease the process:



DO decide on a specific topic, looking at a time period. Narrow it down to a manageable, sensible subject.

DON'T stray from the subject. In the initial stages, particularly, the researcher is confronted with interesting tidbits. The easiest solution is to make a note and come back later.

DO make a working bibliography early to determine whether the topic is worth pursuing.

DO change the topic if you find the sources of information inadequate.

DO develop a system for taking notes. The most common use of index cards or a three-ring binder.

DON'T mix note-taking systems. Stick with the one method that suits you.

### Work In Progress

Review your progress to determine your direction and to focus your research. Review at the end of each day of researching in order to fit your notes with previous findings or to add to the overall picture you are creating. At regular intervals, check the entire body of research to determine the strengths and weaknesses of various findings and to help you plot future directions.

### Notetaking

The progress you make will be, in great measure, a result of the effectiveness of your notetaking and bibliographic system. Whether you use cards or a binder, make out a separate notation for each book, article, photograph, or interview you use. Develop an identification system for that source, be it number or words, and use it on all notes you make from that source. You will later compile footnotes and the bibliography from these cards or pages. Examples of the two suggested systems follow, and, with personal modifications, they should suit you.

## INDEX CARDS

|             | Source card                                                                             | identification |
|-------------|-----------------------------------------------------------------------------------------|----------------|
| call number | 971.1 Run                                                                               | Run            |
| location    | Public Library                                                                          |                |
|             | Runnalls F.E. <i>A History of Prince George</i> . Vancouver, Wrigley Printing Co. 1946. |                |

|                | Note card                                                                                                                                                                         | identification |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| topic          | South Fort George                                                                                                                                                                 | Run            |
| subject        | Townsite                                                                                                                                                                          |                |
| page           | p. 95 "The tract originally owned by Mr. Hamilton and Joseph Thapage's pre-emption were bought and put on the market as South Fort George by the Northern Development Company..." |                |
| quotation      | —owned by Nick S. Clark, Wm. F. Cooke, etc.                                                                                                                                       |                |
| further detail | —lots on market spring 1910                                                                                                                                                       |                |

### Three-Ring Binders

Using binders requires only slight modifications to the system for index cards. Use two binders: one for the daily notetaking and the other, a larger one, separated into subjects. Regularly transfer the notes from the smaller to the larger binder on the first sheet of looseleaf paper, put the bibliographic information, and begin the notes below. Put page numbers in the margin, and number each page relating to the same source consecutively. Be sure to use only one side of the paper to allow you to place them side by side when you begin the writing phase.

|                           | call number                                                                                                                                                                                                                       | location       |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| bibliographic information | 9                                                                                                                                                                                                                                 | Public Library |
| topic                     | <p>Morice A.G. <i>A History of the Northern Interior of British Columbia</i>. Washington, Ye Galleon Press, 1971.</p> <p><i>Fort Alexandria</i><br/>p. 112 Depot for northern posts—Embryo Granary<br/>p. 113 1830 fur intake</p> |                |

### Completed Research

Stopping the research is often as hard as starting it. Having determined that sufficient sources exist for you to complete an examination of your subject, you delve deeper into it, and the amount of information overwhelms you. A timetable can solve the problem. In many cases, it is impossible to examine all the available sources. The working bibliography can help you structure a manageable workload. As your familiarity with the subject grows, you will be better able to make the choices all historians must make. Not all the information relating to any event in time is relevant to its clear portrayal, so outline your plan of attack and stick to it.

You may want to consult the following books for more detail on local history research:

### NATIVE PEOPLE

The Carrier-Sekani people of New Caledonia played a considerable role in the 19th century. The Indian-white relationship, interdependence, was an intricate part of the fur trade. Consequently the fur trade records are rich in commentary on the Carrier-Sekani, albeit from the white perspective.

Consult these general works:

- Duff, Wilson. *The Indian History of British Columbia*. Vol. 1. The Impact of the White Man. Victoria, Provincial Museum, 1964 (reported 1980).  
Fisher, Robin. *Contact and Conflict: Indian European Relations in British Columbia, 1774-1870*. Vancouver, University of B.C. Press, 1977. An excellent bibliography.  
Morice, Central Interior (see earlier entry).

### FORT GEORGE INDIANS

Of particular interest to Prince George was the location of the three reserves of the Fort George Indians and the sale of Reserve No. 1 to the Grand Trunk Pacific Railway Company.

All major sources on the Grand Trunk Pacific Railway to be dealt with later include information on this controversial sale. See Lower, J.A., "The Grand Trunk Pacific Railway and British Columbia." Unpublished M.A. thesis, UBC, 1939.

Correspondence of the various intermediaries sent by the Department of Indian Affairs regarding the purchase of the reserve is of particular interest. Beginning in 1901 and culminating with the sale to the GTPR in November 1911. These letters are a good

starting place for a study of dealings that are far more complex than some accounts indicate.

Copies of the archival material relating to this issue are available at the CNC Library.

### THEMES

With the establishment of a permanent settlement in Prince George, the chronological approach offers some difficulties because development was sporadic from then on. A thematic format is better.

The following are some of the items that might be pursued. The order of presentation does not signify

importance. Pioneers, world wars, economic development, transport, etc.

### STATISTICAL GROWTH AND CHANGE

The use of statistical data is often overlooked by the local historian. They can serve both as an "intellectual scaffolding" for the study of the community's growth and change and also as a source of information or reference points to focus the study of the community. The Table of Ethnic Origin below illustrates these points. For instance, the third-place standing at 7% of the Asian group in 1921 is interesting as are the changes through to 1981.

ETHNIC ORIGIN OF PRINCE GEORGE'S POPULATION, 1921-1971

| Ethnic Group    | 1921         | 1931         | 1941         | 1961         | 1971          | 1981*         |
|-----------------|--------------|--------------|--------------|--------------|---------------|---------------|
| British         | 1,310(63.8)% | 1,438(58.0)% | 1,322(65.2)% | 7,196(51.8)% | 17,470(52.4)% | 58,960(85.5)% |
| French          | 59(2.9)%     | 99(3.9)%     | 63(3.1)%     | 829(5.9)%    | 2,155(6.4)%   | 1,545(2.2)%   |
| German          | 33(1.6)%     | 146(5.9)%    | 105(5.1)%    | 1,668(12.0)% | 3,925(11.7)%  | 1,985(2.9)%   |
| Italian         | 25(1.2)%     | 50(2.0)%     | 43(2.1)%     | 380(2.7)%    | 855(2.6)%     | 635(.9)%      |
| Asian           | 145(7.0)%    | 77(3.1)%     | 35(1.7)%     | 225(1.6)%    | 325(0.9)%     | 960**(1.4)%   |
| Jewish          | 20(.9)%      | 11(0.4)%     | 6(0.2)%      | 19(0.1)%     | 35(0.1)%      |               |
| Netherlands     | —            | —            | 21(1.0)%     | 412(2.9)%    | 1,010(3.0)%   |               |
| Polish          | 23(1.1)%     | 42(1.7)%     | 70(3.4)%     | 323(2.3)%    | 535(1.6)%     |               |
| Russian         | 42(1.0)%     | 24(0.9)%     | 54(2.6)%     | 105(0.7)%    | 135(0.4)%     |               |
| Scandinavian    | 157(7.6)%    | 303(12.2)%   | 194(9.6)%    | 1,393(10.0)% | 2,350(7.1)%   |               |
| Ukrainians      | —            | 21(0.8)%     | 11(0.5)%     | 478(3.4)%    | 1,350(4.1)%   | 695(1.0)%     |
| Indian & Eskimo | —            | —            | —            | 54(0.4)%     | 756(2.3)%     |               |
| Greek           | 15(0.7)%     | —            | —            | —            | 60(0.2)%      |               |
| Negro           | —            | —            | —            | —            | 25(0.07)%     |               |
| Finnish         | —            | —            | —            | —            | 100(0.3)%     |               |

Source: *Census of Canada*. 1921-1981. \*Based on mother tongue. \*\*Punjabi.

## TRAVELLING TO FORT GEORGE

### Transportation

Reaching Fort George in the early part of this century was a long, difficult, and often hazardous trip. The pioneer had to use many different forms of transportation before finally arriving in the bustling communities of South and Central Fort George.

The jumping off point for the final leg of the journey was Quesnel, which had been the terminus of the Cariboo Wagon Road from the Gold Rush days. From Quesnel to Fort George there were two regular means of travel; by sternwheeler, which was expensive if an entire household was being moved, or by

way of the newly completed Blackwater-Fort George Wagon Road. The wagon road began as a trail linking Fort George with the Collins Overland Telegraph line at the Blackwater Crossing. (See the accompanying map of Early Transport Routes.)

#### Collins Overland Telegraph

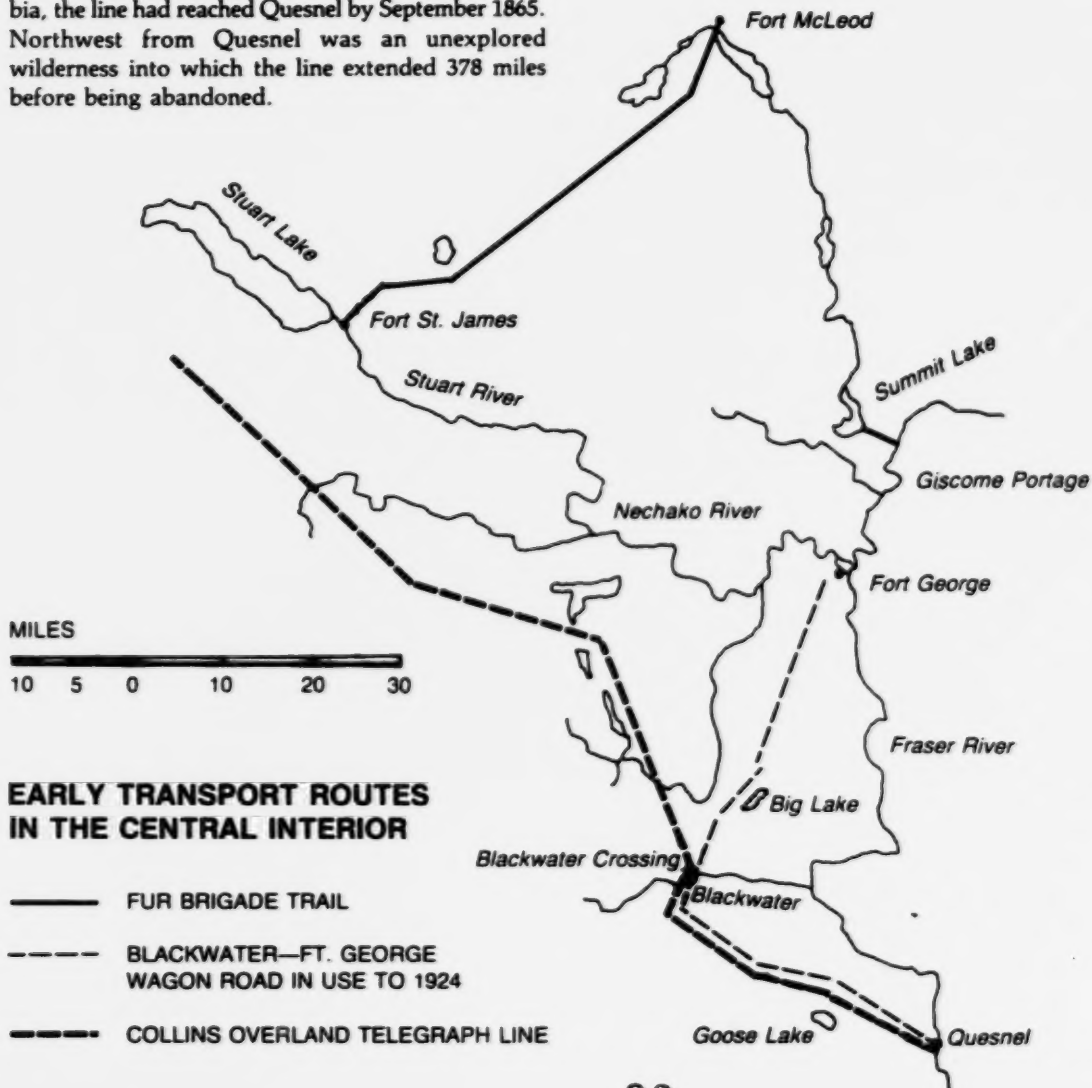
The Collins Overland Telegraph was a plan devised by Perry McDonough Collins to string a telegraph line through 14,000 miles of wilderness across Europe, Asia, and America. The successful laying of the Atlantic Cable in 1866 halted construction of the then unnecessary overland line.

Although Collins failed to complete his project, he had opened hundreds of miles of wilderness in British Columbia to exploration, and had given Western Canada its first telegraph system. In British Columbia, the line had reached Quesnel by September 1865. Northwest from Quesnel was an unexplored wilderness into which the line extended 378 miles before being abandoned.

#### Blackwater-Fort George Wagon Road

Early pioneers took the telegraph trail to the Blackwater Crossing and then the newly constructed "road" to Fort George. The construction of the road was noted in the November 27, 1909 issue of the *Fort George Tribune*.

J.P. Cameron, road superintendent, was in Fort George on Thursday, coming from the Blackwater road camp to help younger men break a trail. He shut down work on the trunk road at Stoney Creek, after building from Blackwater Crossing. He will stay with the men on the Fort George road until it is passable for sleighs to Blackwater Crossing. He has built over 75 miles of new road and repaired 50 miles of old road this year and has spent less than \$20,000. He had no loafers on his payrolls, and most of those employed are settlers in the Nechaco Valley.



You can derive some idea of the condition of the road from the following notice in the same issue of the *Tribune*.

Hiram Carney and James W. Smith on Friday left for Quesnel afoot, expecting to cover the 100 miles in five days. They would stop at the road camp the first night, camp out the second, make Blackwater Crossing the third; and stay at Goose lake the fourth. Mr. Carney is on his way to Kaslo, to spend Christmas with his father and mother. Mr. Smith is going home to Victoria for the winter.

The availability of a road brought the first stage coach into Fort George from Quesnel. Notices in the November 27, 1909 edition of the *Tribune* tell the story.

## A STAGE

carrying His Majesty's and other Mails,  
PASSENGERS AND EXPRESS,  
will leave

### Fort George for Quesnel

on the 1st and 3rd MONDAYS in each and  
every month, RETURNING, will

### Leave Quesnel on the Saturdays

after the 1st and 3rd Mondays.

For further particulars apply to:  
J.A. FRASER, Quesnel or  
A.G. HAMILTON, Fort George

A.G. Hamilton of Fort George has made arrangements to operate a stage between Fort George and Quesnel, which will make two trips a month. The stage will leave here the first and third Mondays in each month; returning, will leave Quesnel on the following Saturdays. Mails, passengers, and express will be carried. The distance is 100 miles.

### British Columbia Express Company Head Office, Ashcroft, British Columbia

Operating passenger and express service to all points  
in Central British Columbia.

To Soda Creek, Quesnel, Barkerville, Fort George,  
etc., by stage, automobile and steamboat.

CARRIERS OF H.M. MAIL

WILLIS I. WEST, General Superintendent, ASHCROFT, B.C.



### A Pioneer's Arrival

Ivor Guest, a pioneer in the area, recalled his arrival in South Fort George in 1911. His opening remarks refer to George Hammond's advertising campaign.

"I saw posters of Fort George, how they could grow wheat and oranges—not oranges, but peaches and apples and so on. So I thought: 'Boy, that's a wonderful valley, I'll go up there.' I wrote to my brother in New York and told him where I was going, and he got kind of enthusiastic over this trip and he came out. My younger brother was in the Bank of Montreal and he got a month's vacation and he came out. We went to Ashcroft, bought a team of horses. That was May, 1911, and we got a team of horses and a wagon, put our belongings in it and started for South Fort George.

The team looked all right, and the wagon as far as we knew—we weren't horesmen; I wasn't—and we got along 10 or 12 miles from town, one horse began to make a funny noise. So I didn't know what it was. We gave him a drink of water and the further we went the more noise he made. So a fellow came along with a jerkline outline—three teams and a leader—so he came along, and I said: "Look, what's the matter with this horse?" I knew he'd know, so he stopped and he looked: "Oh," he said, "That's so-and-so horse" and he named him. He said: "He's got the heavens." And I said: "What do you do for that?" He said: "You can't do anything for it, just take it easy, and he'll do all right." So we went along with the heavey horse all the way through to Fort George. All along the way there were many of these jerkline outfits. All the freight went in with horses then—there wasn't a car—we didn't see a car all the time we were on the way, and we went all along through and stopped at these road-houses. Well, we usually took a tent and tented out, but we did stop a time or two and the teamsters would come in, and there'd be a bunch of men there, and there'd be a great big poker game go on right away—and, of course, a certain amount of liquor but nobody got drunk. But they had some wonderful big road-houses—the 100-mile, and 95, and 150, and so on, and they all stopped at these road-houses.

That went on until we got to Quesnel. At Quesnel, they had a ferry, and the fellow who was running the ferry across the river, he took us over, and the road—it was a very, very poor road—and after we crossed the Blackwater River, the road was just slashed out through the timber, no road at all. It was pretty hard going, and no feed, of course, and no place to buy any. So around the first of May, it was a nice spring, nice weather, and there was a little grass but we had to take the horses way down someplace where we could find grass, and we finally got into South Fort George, the first day of May, 1911."

The *Saturday Sunset*, a Vancouver magazine, published the following account of transportation in the Central Interior in July 1910:

To this day the only means of mail and express communication with the outside world for that district, bigger than many a European Kingdom, are the stages of the B.X.—being short for British Columbia Express Co. And the only means of getting supplies to that huge hinterland are the overland freighters, with their four, six, and eight horse teams rumbling through the hills, with from three to 10 tons of food and other supplies in their canvas-covered caravans. The end of it all is within a measurable distance of time. Five years, probably, will see the last of the B.X. stages and the overland freighters. Meantime they are all reaping a golden harvest.

This spring, up to June 30, about 5,000 tons of freight have been forwarded to the North from Ashcroft. The rate for freight from Ashcroft to Soda Creek, where it is transferred to steamers, a distance of 165 miles, is 4 cents a pound. That means for a load of six tons \$240, and it takes 14 days to make the round trip with six horses. At current prices for horsefeed, cost of horses, wages, repairs and other expenses, it will be seen there is no great future in hauling freight on the Cariboo road.

The Government has enforced its Wide Tire Act and now all wagons carrying over a ton are obliged to use them. This will affect an immense saving on the wear of the roads, and in the long run will be a great benefit to the freighters themselves.

Automobiles are doing a rushing business transporting passengers to Soda Creek and Quesnel. Two companies are operating automobiles. The run to Soda Creek is made in a day, and the charge is \$28 one way. The cost to Quesnel is \$38 single. The time by horse stage is three days, and the fare is \$28 to Soda Creek, \$33 to Quesnel, \$45 to Fort George.

So far only one freight auto truck has been tried on the road. It has not been an unqualified success, though when the roads are dry it does very well. It started out last night with a fair load of freight.

I took a nanich around the warehouse of a forwarding company to see what sort of stuff was going into the North. There were, of course, all sorts of food supplies. Also there were stoves, beds and bedding, cheap furniture of all kinds, iron piping, building materials, machinery, mostly for sawmills, and a mass of stuff indicating the establishment of many permanent homes and industries.

1. What was likely to replace the horse freighters "within five years" on the Cariboo Road?

2. What effect did narrow wheels have on roads?
3. How much of an improvement were the automobiles over the horse stage?
4. What was the cost of reaching Fort George in 1910?

Fred Burden, the pioneer surveyor in the area, also recounted his arrival by the Blackwater Route.

We came up by special stage from Ashcroft to Quesnel and there I was lucky enough to get a couple of teams of cayuses to haul our baggage and our grub and equipment through. We came up the *old Black Water Trail*. We walked of course, the teams couldn't haul us. We made it in about three-and-a-half days up to South Ft. George—about 75 miles. We camped there for a while until I got our tent camp organized across the Nechako."

1. Use your Oxford Atlas 4th edition page 29 to determine the distance from Ashcroft to Quesnel.
2. What form of transportation might Guest have taken to Ashcroft?
3. Why might horses still have been the main means of transport on the Cariboo Road in 1911?
4. Both of these men came in the spring. Why might they have found the Blackwater at its worst then?



Fort George on the Fraser, 320 miles downstream from Tete Jaune.

#### Sternwheelers

There was an easier and faster way to get from Quesnel to Fort George: by one of the sternwheelers then plying the Upper Fraser from Soda Creek north. By using a sternwheeler to Quesnel, the newly introduced Winton Six automobile of the B.C. Express Company, and rail from Ashcroft, one could reach Vancouver in 30 hours and return in 35. This was a bi-daily service, according to the *Fort George Tribune* of August 6, 1910.

The key to this improved access to Fort George was the fleet of sternwheelers working out of the head of navigation on the Upper Fraser at Soda Creek. (See map of river routes.) Half a dozen steamers were on

the Upper Fraser at the height of the construction boom. They ranged from construction workhorses such as the *Conveyor* and *Operation* to the luxurious *B.X. Queen of the Upper Fraser*. The *B.X.* was among the finest sternwheelers to sail inland waters. Her dining room could seat 50, and her staterooms had steam heat, reading lights, wash stands, fan, red velvet carpeting, and green curtains. Fully laden with passengers and 100 tons of freight, she could work

in water shallow enough for a man to wade.

Hazards in travelling by steamer from Quesnel to Fort George were evidenced by the number of stern wheelers lost in the Cottonwood and Fort George canyons. (See map.) The *Tribune* noted in 1909 that attempts were under way to improve the channels through the canyons.



Charles Leonard, one of the men employed at Fort George canyon in improving the channel of the river, was in Fort George on election day en route to Quesnel, where he lives. He may be quoted as saying that, for the amount of money spent (\$2500), good work was done. The rocks in the slough on the west side of the river were removed, so as to make a navigable channel in high water. In low water the channel now used will have to do; but the projecting ends of several rocks were blown off, which will help a little. Anchor bolts and rings were put in in four places in the slough, so that lines may be used in going both up and downstream. The work was done under the direction of Mr. Heden of Revelstoke.

1. Note where the Fort George canyon is in relation to Fort George.
2. How might the anchor bolts and rings be used to help a steamer navigate the Fort George canyon?
3. How far up the Fraser could sternwheelers navigate? How many miles is that from Soda Creek?

### TRANSPORTATION IN EARLY PRINCE GEORGE

#### Extension Activities

Study the Collin's Overland Telegraph Route and its relation to the Blackwater Road to Fort George.

Investigate and compare the time taken to reach "The Georges" through different forms of transportation in different time periods; e.g., stagecoach and wagon on the Cariboo and Blackwater roads; paddlewheelers, canoe, and scow; automobile, train, and plane.

You could do this as a chart, graph, or mapping assignment.

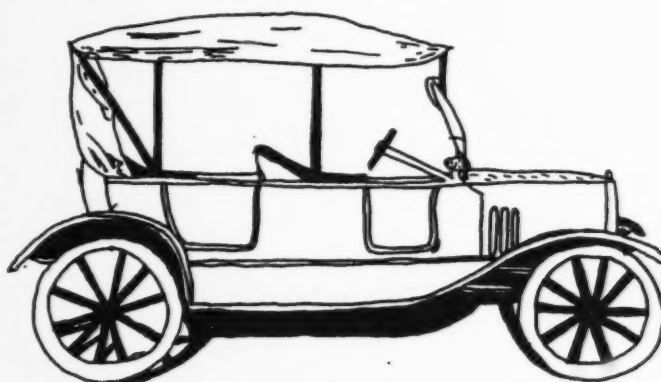
Check on the changes in architectural and road design in residential areas of Prince George resulting from the introduction of the automobile; e.g., Crescents area vs. Foothills; houses fronting or sidewalks, no driveways.

Determine the cost of purchasing and maintaining automobiles at various periods in Prince George history. You could expand the study to include the costs relative to the average salary of the period.

Compare advertising then and now related to travel to and from Fort/Prince George. Early editions of pioneer newspapers are available at the public library.

Make a model(s) of a scow, sternwheelers, canoes, etc.

Write the journal or diary of a person travelling to Fort/Prince George by an early means of transportation. Research at the public library and Fort George Museum can make the entries accurate.



*Drawing of first automobile to reach Prince George, a Winton Six!*

#### Field Trips

A trail has recently been cut through to the Fort George canyon. Some of the hooks used for "lining" the steamers through are still visible.

The Blackwater Road past Baldy Hughes to the Blackwater Crossing is passable. Some parts of the Collins Overland Telegraph route are visible, along with maintenance sheds in the vicinity of the crossing.

Research the negotiations for the purchase of the Fort George Indian Reserve No. 1.

Many of the pertinent documents and correspondence are bound and on general loan at the CNC library.

Interview white pioneers and Indians in order to compare and contrast their recollections, both individually and collectively of the sale and surrender of Reserve No. 1.

#### Possible Field Trips

Many of the buildings in South Fort George date from this period, as do a few of those surviving from Central Fort George in the Hammond and Moffat area. A walking tour of South Fort George, in particular, would introduce you to these pioneer structures.

A trip to Gunn Point on the east bank of the Fraser River named for an early pioneer, above the Correctional Institution, could be rewarding. You would have a bird's-eye view of many locations dealt with in the slide presentation; e.g., Indian Reserve, H.B.

Co. Post, and South Fort George.

The Indian Graveyard is in Fort George Park. The area of the reserve, although partly a residential area, can still be visited.

# Recent Developments

## Tumbler Ridge and the Northeast Coal Development

*Sean McKierahan*

The resource development of the Central Interior continues, with the development of the North East Coal deposits at Tumbler Ridge. These articles look

at the project itself—the “instant” town of Tumbler Ridge—and presents a statistical and photo essay of British Columbia’s newest community.



### LOCATION OF TUMBLER RIDGE

Source: Tumbler Ridge Community Plan (Feb. 1983)

## Northeast Coal: Portrait Of A Megaproject

*Sean McKierahan*

Tapping the vast resource potential of the northeast region has long been a dream of the British Columbia government; yet finding the right project has proven difficult. Major projects have been developed in the region during this half of the century, most recently the massive Peace River Power project. However, there has been little in the way of long-term effects or benefits for the region.

During the 1970s, attention was on the region's Peace River coalfields extending from Williston Lake to the Alberta border. Although remote and virtually untouched, these coalfields were known to contain vast reserves of high-grade metallurgical coal.

The seventies saw a burgeoning market for coal in the Pacific Rim. Japan, in particular, was becoming desperate for coking coal to fuel its rapidly growing steel industry. Furthermore, the OPEC cartel had dramatically shown Japan the need for diversifying her energy sources. Potential markets were also opening up in South Korea and Taiwan. British Columbia, perched on the edge of the Pacific, was in an enviable geographical position to supply these markets. The coal-mining industry in southeastern B.C. was revitalized. Suddenly government attention was on the northeast coalfields, and dreams turned to feverish activity.

The real stumbling block for this project was the lack of an infrastructure. What existed was wilderness. Needed were the basics: transportation systems, housing and the like. Therefore the B.C. government undertook to finance much of the infrastructure and agreed to provide a key organizing and facilitating role in the project. In 1976, the Provincial Cabinet Committee on Coal Development began planning.

The committee had a variety of subcommittees comprising the relevant government ministries.

It was indeed a project to justify the *mega* in *megaproject*. The infrastructure required almost a billion dollars of B.C. government money alone and included construction of a new town cut from the wilderness (\$250 million), a new highway system (\$75 million), a power transmission line (\$50 million), and

a 130 km railway spur line across the Rocky Mountains (1500 million). Close to \$500 million came from the Federal Government for upgrading the Canadian National Rail system to Prince Rupert and construction of a new coal port at Ridley Island.

While planning for the infrastructure was under way, mining companies with leases in the region were scouring the Pacific Rim seeking contracts. Finally in 1981, after many years of intense negotiations, two companies announced the signing of contracts with Japan. Teck Corporation, of Vancouver, and Denison Mines, of Toronto, agreed to ship a total of 8.2 million tonnes of coal per year to a consortium of Japanese steel companies. The contracts were to run 15 years with provision for a five-year extension.

The three years required to bring the project to completion were also particularly difficult ones for the Canada economy. A general recession in minerals markets occurred. There was a slump in the world steel industry, and the Japanese steel industry went into a tailspin. As the two Northeast mines came into production, the world markets were suffering a glut of coal.

Since 1984, the Northeast Coal Project has been plagued with problems, from cuts in the price for coal to startup problems at the giant Quintette mine. Japanese demand for coal has clearly peaked, and competition from other coal-producing countries is fierce. The future of the project became even more clouded in January 1986 when Denison Mines Ltd. announced that it was about to write off its investment in the Quintette project. After only nine months of commercial production, Denison's assets in the project had become a liability.

## Status of Development

### Peace River Coalfield



- Existing Roads
- Existing Railways
- Existing Communities
- Mines
- △ New Communities
- Proposed Mines



## TUMBLER RIDGE: British Columbia's Newest Town

The new town of Tumbler Ridge, incorporated in 1981, arose to serve the Northeast Coal Project. In 1977, a government task force chose the alternative of a new community after considering proposals to have workers commute from established centres or build a permanent camp or ferry workers by helicopter from Grande Prairie Alberta.

Located at the confluence of the Murray and Wolverine rivers and Flatbed Creek, the site has numerous attractive characteristics. Not the least of these is Tumbler Ridge itself rising over 300 m above the town. Toward the south is a spectacular view of the Rocky Mountains.

In the spring of 1982, the town consisted of three camp trailers and many acres of mud. By September, the first permanent residents were moving in. According to a recent municipal brochure, "sometime between 1982 and 1985 Tumbler Ridge 'became.'"

A comprehensive planning process used some unique and innovative ideas. Canada has been called "the country of resource towns" and therefore offers a wealth of material on the problems associated with such communities. Many of the problems arise from allowing economic factors to direct planning, which leads to poorly planned public and commercial facilities and towns that lack a focus. Too often, the

social and cultural aspects are forgotten. For Tumbler Ridge, the planning focus was "to create a socially cohesive community that will attract and retain a stable workforce." The focal point of the town is the main street, which seeks to capture the feeling of a

traditional small community. One finds both the social and commercial heart of the town incorporating wide sidewalks, canopied buildings, street furniture, and attractive landscaping.

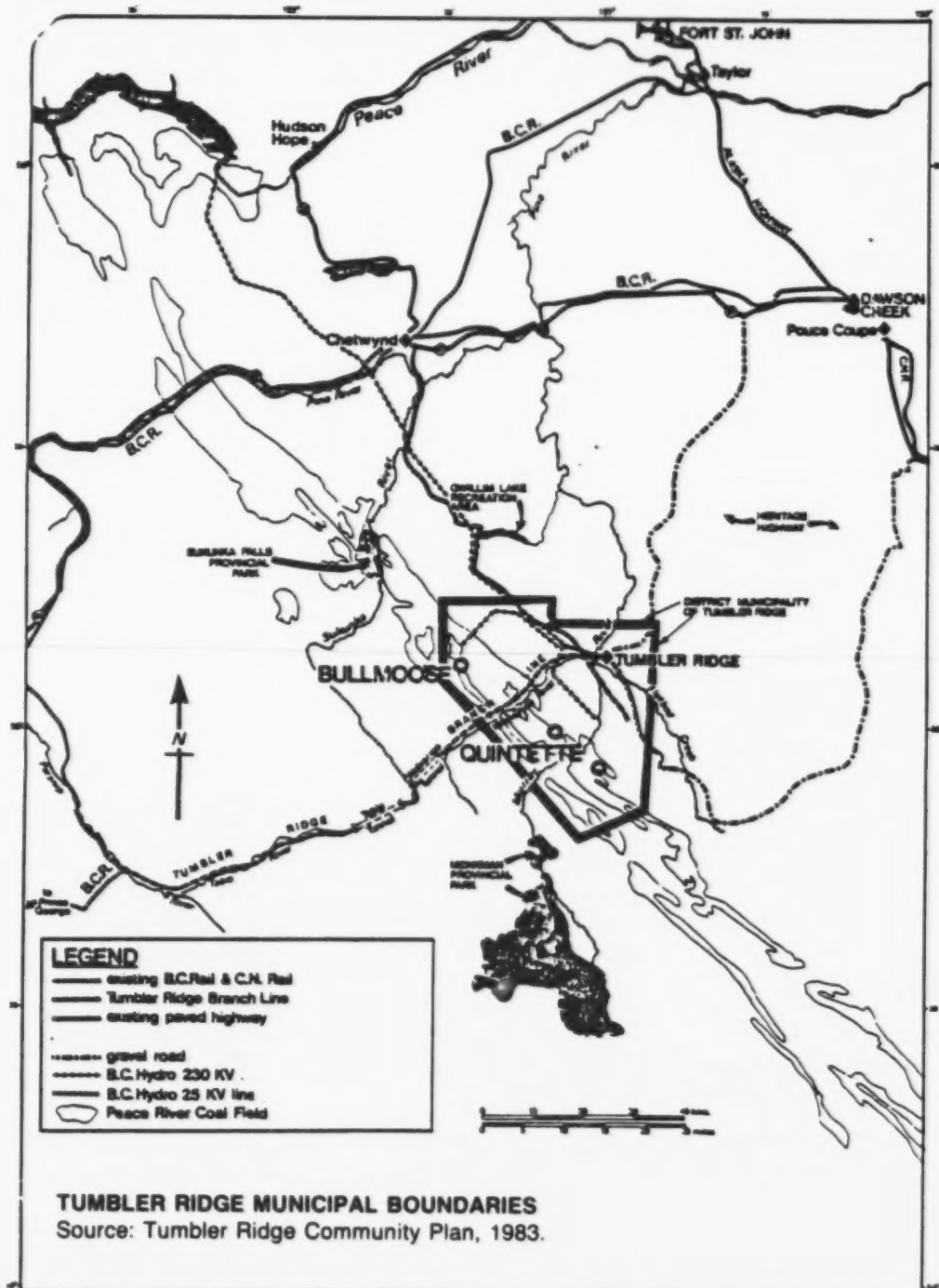


Fig. 4 LOCATION

Tumbler Ridge is located 500 miles northeast of Vancouver, close to the B.C./Alberta boundary. The town is at the junction of the newly constructed Highway 29 from Chetwynd, and the Heritage Highway to Dawson Creek and extension to Grande Prairie. Tumbler Ridge is situated on a plateau above the confluence of three major rivers: Murray, Wolverine, and Flatbed. The setting is magnificent, with Mount Bergeron and Quintette Mountain adding to the natural beauty of copious forests and rolling hills.

**Driving Distances**

|                      |         |
|----------------------|---------|
| Prince George .....  | 414 km  |
| Dawson Creek .....   | 120 km  |
| Fort St. John .....  | 246 km  |
| Vancouver .....      | 1178 km |
| Chetwynd .....       | 92 km   |
| Grande Prairie ..... | 145 km  |

Source: District of Tumbler Ridge Business Information Package, July 1985.

# STATISTICS

Fig. 6 POPULATION

**Total Permanent Population 1982-1990**

|      |      |            |
|------|------|------------|
| 1982 | 550  |            |
| 1983 | 2359 |            |
| 1984 | 3833 |            |
| 1985 | 5190 | (estimate) |
| 1986 | 5852 | "          |
| 1987 | 5887 | "          |
| 1988 | 5915 | "          |
| 1989 | 5942 | "          |
| 1990 | 5965 | "          |

Fig. 5 CLIMATE

The weather at Tumbler Ridge is influenced by the complex mountainous terrain and interactions of the warm moist Pacific air and the colder, dryer, Arctic air masses. The climate of the area is characterized by long, cold winters and short, cool summers. Precipitation in the form of rain and snow is substantial.

**Monthly temperatures for Tumbler Ridge in °C**

| Months                | J     | F     | M     | A    | M    | J    | J    | A    | S    | O    | N    | D     | Annual |
|-----------------------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|--------|
| TR<br>mean<br>minimum | -19.0 | -15.0 | -10.4 | -3.2 | 0.8  | 4.4  | 5.8  | 4.7  | 1.6  | -2.0 | -9.0 | -15.2 | -4.7   |
| TR<br>mean<br>maximum | -10.0 | -4.9  | 0.8   | 9.1  | 16.2 | 19.4 | 21.4 | 20.4 | 15.4 | 10.3 | 0.6  | -6.3  | 7.7    |
| TR<br>mean<br>daily   | -14.5 | -9.9  | -5.1  | 2.9  | 8.4  | 11.9 | 13.6 | 12.6 | 8.5  | 4.2  | -4.2 | -10.7 | 1.5    |

**Monthly total precipitation in Tumbler Ridge in millimetres**

| Total Precipitation   | J  | F  | M  | A  | M  | J  | J  | A  | S  | O  | N  | D  | Annual |
|-----------------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| TR<br>mean<br>minimum | 16 | 32 | 18 | 14 | 58 | 69 | 76 | 74 | 67 | 26 | 20 | 35 | 496    |

Source: District of Tumbler Ridge Business Information Package, July 1985.

Fig. 7

## Social Units By Type

| Year      | Families | Couples | Separated | Single | Total |
|-----------|----------|---------|-----------|--------|-------|
| 1982      | 115      | 30      | 0         | 0      | 145   |
| 1983      | 378      | 210     | 13        | 315    | 916   |
| 1984      | 608      | 338     | 24        | 524    | 1494  |
| 1985      | 815      | 453     | 36        | 725    | 2029  |
| 1986 & on | 913      | 507     | 43        | 826    | 2289  |

Source: District of Tumbler Ridge Business Information Package, July 1985.



Fig. 9 ACCOMMODATION

## Residential Development and Housing

The District of Tumbler Ridge has developed in excess of 1100 single-family lots, 113 mobile-home lots, eight apartment sites, and a mobile-home park. A large majority of the property has now been purchased, much of it by the coal companies, to accommodate mine employees. The municipality still has an inventory of single-family and duplex lots available for purchase by the public. Lot sizes average 60' x 110', and all are located in fully serviced subdivisions with paved roads, curb and gutter, underground utilities, and sidewalks.

The present profile of completed housing units is as follows:

|                            |     |
|----------------------------|-----|
| Single family and duplex   | 906 |
| Apartments (eight)         | 416 |
| Townhouses                 | 19  |
| Mobile home lots (owned)   | 113 |
| Mobile home lots (rented)  | 185 |
| Co-op (under construction) | 20  |

Prices for single family lots range from \$19,000 to \$27,000, depending on size and location of lot. The average price for a finished home, approximately 1200 sq. feet, is \$85,000.

Source: District of Tumbler Ridge, Business Information Package, July 1985.

Fig. 8 MUNICIPAL GOVERNMENT

1981—Commissioner—Appointed by B.C. government.

1983—Aldermen (three)—Appointed by B.C. government.

1984—Aldermen (three additional)—Elected.

1985—Mayor, three Aldermen—Elected (Commissioner and appointed aldermen dismissed)

## Municipal Departments

Municipal Administrator

Treasurer

Clerk

Municipal Engineer

Building Inspector

Fire Chief

Director of Community Services

Fig. 10 SOCIAL SERVICES

Community centre and Library—ice arena, gym, lounge, meeting rooms.

Two elementary schools.

Secondary school.

Town Hall.

Fire Hall.

RCMP.

Social Services Centre—Doctors' Office, Public Health, Mental Health, Dental Clinic.

Fig. 11 COMMERCIAL SERVICES

## Commercial Services

Food stores—one major, two minor.

Bank.

Two gas stations.

Liquor store.

Hotel.

Numerous small businesses.

## Industrial Sites

Commercial park—10 acres serviced.

Industrial park—30 acres serviced.

## Social Characteristics of Tumbler Ridge—A Teaching Activity

Grade Level: 10

Time: two or three periods

### Procedures

Distribute to the class copies of the statistics for Tumbler Ridge. Clarify the community and recreational features of the town.

Introduce the five town residents who will be discussed in the small-group activity:

Mine manager manages one of the two mines in the town.

A miner's wife has two children under five years of age.

School teacher is female and single.

Businessperson owns one of the small-town businesses.

Teen-ager is 14 to 16 years of age.

Divide students into small groups. Have each group develop a chart of the five residents' likes and dislikes about Tumbler Ridge using the statistics and their own experiences.

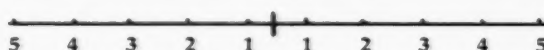
| Resident     | Characteristics most liked about town | Characteristics most disliked about town |
|--------------|---------------------------------------|------------------------------------------|
| Mine manager | Cite three to five                    | Cite three to five                       |

Display the group charts. Have the class review the charts and develop a common set of likes and dislikes for each resident.

Using a rating scale, have each student indicate what he/she thinks is the commitment of the five residents toward living in Tumbler Ridge. The more a resident likes about a town the more committed he/she will be to staying in the town and helping with its development.

Less committed

More committed



Have students write a series of paragraphs summarizing the social characteristics of life in Tumbler Ridge.

Choose one or more negative feature of the town, and outline a range of possible solutions. Keep in mind the following suggestions for solving community problems: more money, more facilities, more time to adjust, strong leadership from municipal and company officials.

Adapted from McKierahan & Moles, *Resource Based Towns*, Public Issues in Canada Series #12 (1985), Dominie Press, Agincourt Ontario.



# TUMBLER RIDGE

*The instant town of Tumbler Ridge is home for 3,700 miners, their families and employees in service industries.*



Photos courtesy of the Prince George Citizen.

## B.C.'s NEWEST RESOURCE TOWN



*Built for Quintette mine workers, homes line a residential street.*



*A fully-landscaped \$9 million community centre dominates the Tumbler Ridge town centre.*

*Quintette processing plant.*



# Basic Requirements in Map Drawing

*School District 57, Prince George*

**1. Labels (1 mark)**

Always print information.

Never underline printing on a map.

Names of places must be horizontal; names of rivers and mountain ranges follow the feature.

E.g.

**WRONG**

R  
O  
C  
K  
I  
E  
S

**RIGHT**

ROCKIES

**2. Borders (1 mark)**

Always have a border around a map, drawn with a black line. Do not color the border area.

All features at the edge of the map must be drawn to the border.

Do not draw countries as if they were islands.

**3. Title (1 mark)**

Always have a specific title that explains your map. The title "Provinces and Capital Cities of Canada" is correct. Titling the same map "Canada" would be incorrect.

**4. North Indicator (1 mark)**

Always show the north direction on a map with a simple arrow. Large, fancy indicators are inappropriate.

**5. Shading/Color (1 mark)**

Use appropriate colors. Blue—rivers; brown—mountains.

Seas and lakes should be completely shaded; oceans are not colored.

Use a single blue line to show coastline. Do not use "the fuzzies."

Color or shading must carefully follow the map lines.

**6. Key (1 mark)**

Used when colors or symbols must be explained.

Must match what is on the map exactly.

Should be enclosed to separate it from the rest of the map.

Always located on the front of the map.

**7. Map Information (2 marks)**

Every map assignment has a specific purpose; your map must reflect this.

Must be accurate.

Must be complete.

**8. Overall Appearance (2 marks)**

Neatness.

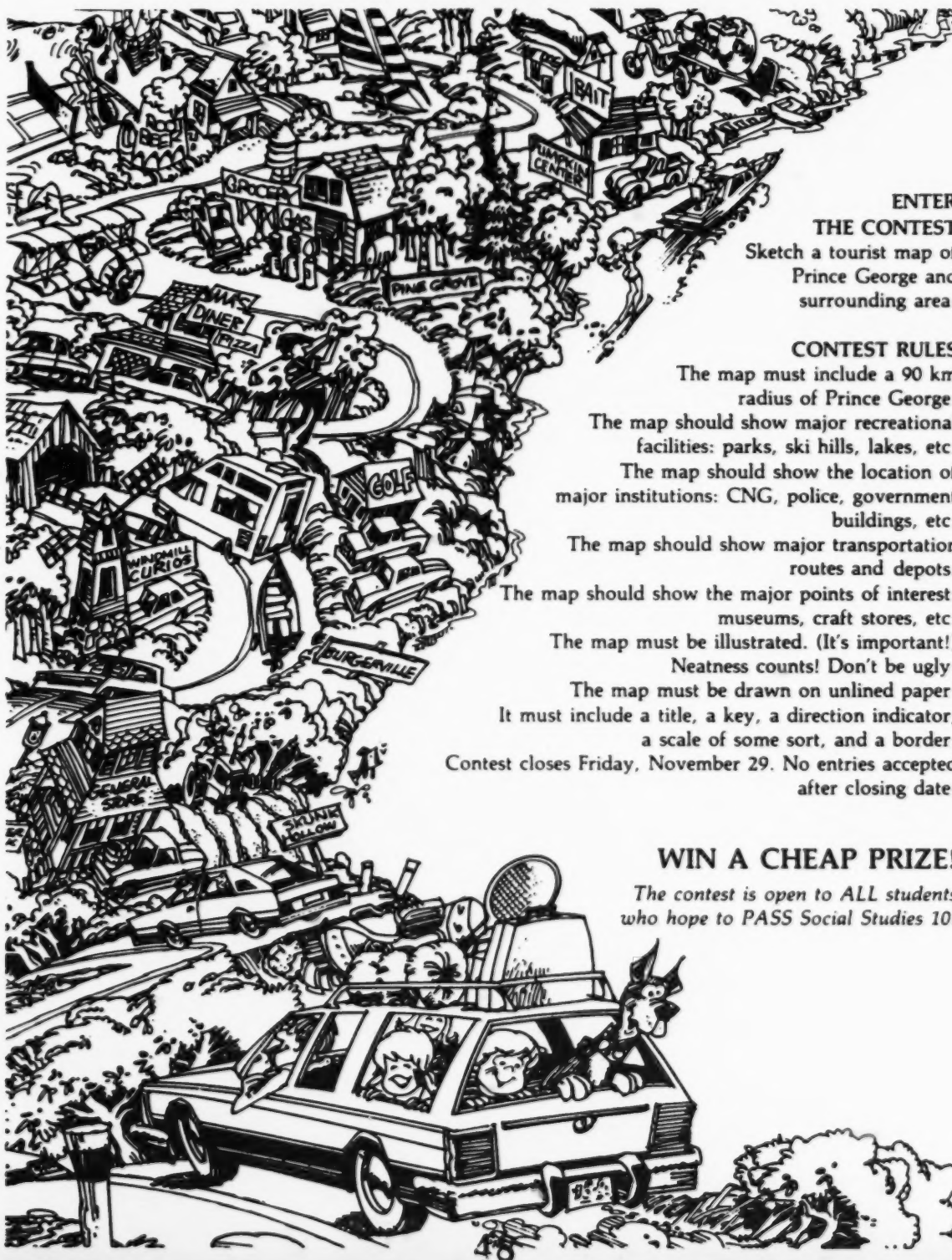
Presentation.

Superior skills.

These basic requirements will account for 10 marks in any mapping assignment.

# The Great Socials 10 Contest Tourist Map of Prince George!

Keith Gordon



## ENTER THE CONTEST

Sketch a tourist map of Prince George and surrounding area.

## CONTEST RULES

The map must include a 90 km radius of Prince George.

The map should show major recreational facilities: parks, ski hills, lakes, etc.

The map should show the location of major institutions: CNG, police, government buildings, etc.

The map should show major transportation routes and depots.

The map should show the major points of interest: museums, craft stores, etc.

The map must be illustrated. (It's important!)

Neatness counts! Don't be ugly.

The map must be drawn on unlined paper.

It must include a title, a key, a direction indicator, a scale of some sort, and a border.

Contest closes Friday, November 29. No entries accepted after closing date!

## WIN A CHEAP PRIZE!

The contest is open to ALL students who hope to PASS Social Studies 10.

# Indian Tribes of Western Canada

*Al Berry*

Write brief notes about the following tribes (marking each on the map): Use color to shade in each Indian tribe. Color each river and coastline blue. Name each of these bodies of water.

Answer on page 76.

|                            | Location connect<br>with compass and<br>geography<br>formations | Importance compared<br>with other tribes | Importance to B.C.<br>history (in terms of<br>explorers or any<br>influence this tribe<br>had. |
|----------------------------|-----------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------|
| 1. Coast Salish<br>(green) |                                                                 |                                          |                                                                                                |
| 2. Haida (red)             |                                                                 |                                          |                                                                                                |
| 3. Nootka (yellow)         |                                                                 |                                          |                                                                                                |
| 4. Kwakiutl (purple)       |                                                                 |                                          |                                                                                                |
| 5. Carrier (brown)         |                                                                 |                                          |                                                                                                |
| 6. Bella Coola<br>(orange) |                                                                 |                                          |                                                                                                |

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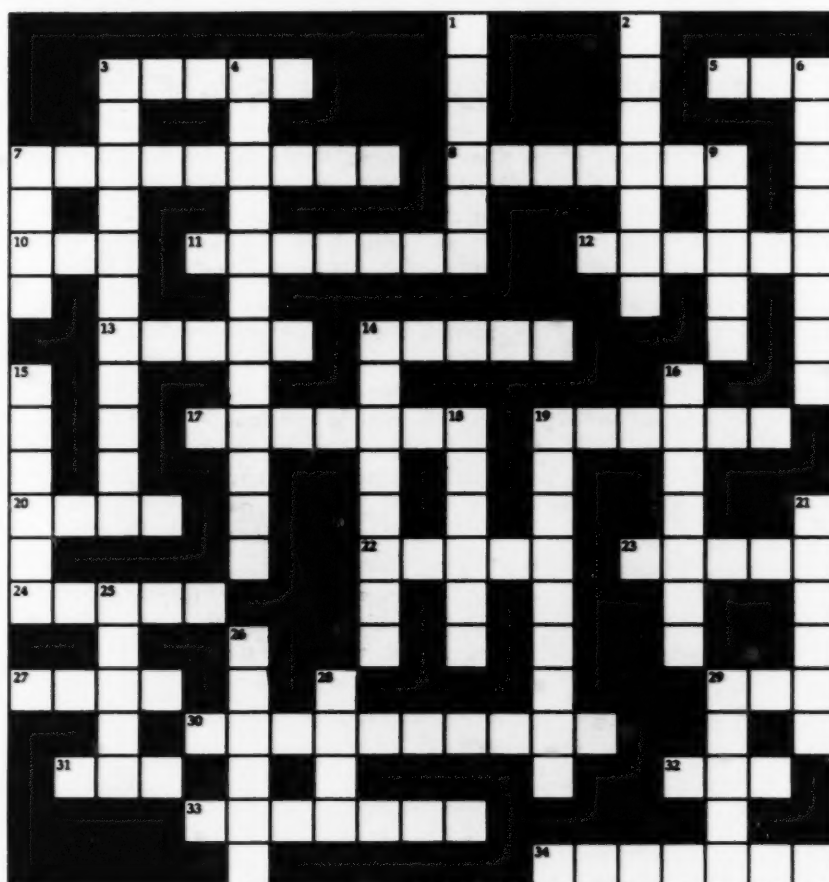
# Indian Tribes

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# Fur Trade in New Caledonia

Garvin Moles



## DOWN

1. Established first forts in area.
2. Town named for a companion of Fraser.
3. Capital of region (3 words).
4. Name of this fur trading area.
6. River taken by Mackenzie west from Quesnel.
7. River north of Skeena.
9. When Fraser would reach his goal canoeing down the Fraser River.
15. Title of head of fort.
16. Tributary of Fraser River.
18. Fort St. James on this lake.
19. First white man through the area.
21. English king.
25. River Mackenzie entered B.C.
26. Staple diet in New Caledonia.
28. A way out.
29. End of Mackenzie's journey, \_\_\_\_\_ Coola.

## ACROSS

3. Flora and \_\_\_\_\_.
5. Opposite of old.
7. Company Mackenzie and Fraser worked for.
8. Long time governor of H.B.Co.
10. International distress signal.
11. Indians of Central Interior.
12. Most sought-after fur.
13. First name of 17 across.
14. Most popular river craft.
17. First governor of B.C.
19. First fort in New Caledonia.
20. What fur traders set themselves?
22. Fur trader and explorer of northern half of B.C.
23. Tete \_\_\_\_\_ Cache.
24. Greatest fear of voyageurs.
27. Great chief of Stuart Lake Band.
29. Opposite of small.
30. Last fort on navigable upper Fraser.
31. What Mackenzie reached.
32. Big game.
33. Voyageurs avoided this at all costs.
34. Name given to a H.B.Co. canoe party or wagon train.

Answer on page 79.

## Brain Teasers

Al Berry

### THE GREAT CARIBOO GOLD RUSH RACE

During the 1860s, many methods of transportation were used by the miners (and would-be miners) to get through the Fraser Canyon to the gold fields of Barkerville. Assume that in 1861 Billy Barker, the "father of the Cariboo Gold Rush," organized a race from Yale, the furthest the steam boats could go up the Fraser, and Soda Creek (the upper terminus of the steam boats on the upper Fraser river). He put up a prize of 10 gold nuggets for the winner, and the only rule was that it had to be transportation methods that were in use at the time.

Using only the clues below, who was the winner?

1. The disgruntled driver for the BX (Barnard Express), who brought a camel in to ride, did not finish first or last.
2. The captain of the *Scuzzy* (the only paddle steamer to make it from Yale to Soda Creek once) did not win.
3. Governor James Douglas, who ordered the Wagon Road to be built, decided that he would try it with a mule and a trundle-barrow (a giant single wheeled wheelbarrow). He finished after the *Scuzzy*.
4. Col. Moody, whose Royal Engineers built the Cariboo Wagon road on Governor Douglas's orders decided that he would walk the road with a packsack. He did not finish in a position immediately next to the *Scuzzy*.
5. Judge Matthew Bailie Begbie, appointed by Governor Douglas to keep law and order throughout the colony, had ridden the "circuit" to Barkerville and back to New Westminster many times on horseback. His experience ensured that he would not finish last.
6. The BX driver on the camel found out that the camel's peculiar odor made it an unpopular competitor, and the driver did not finish in a position immediately next to the *Scuzzy*.



Answer on page 80.

| Contestants                                             | Winner | Second | Third | Fourth | Last |
|---------------------------------------------------------|--------|--------|-------|--------|------|
| The disgruntled BX driver                               |        |        |       |        |      |
| The captain of the <i>Scuzzy</i>                        |        |        |       |        |      |
| Governor James Douglas with his mule and trundle barrow |        |        |       |        |      |
| Colonel Moody, on foot, with his pack                   |        |        |       |        |      |
| Judge Matthew Bailie Begbie on horseback                |        |        |       |        |      |

In actual history, this race never happened, but much of the story is historically true, some of it is possibly true, and some is inaccurate. Research this period and event, and complete the chart.

| item or incident | reason why it is true | explanation as to why it is possibly true | inaccuracy and why it is | additional historic fact |
|------------------|-----------------------|-------------------------------------------|--------------------------|--------------------------|
|                  |                       |                                           |                          |                          |



# Explorers Fur Trade and Gold Rush in B.C.

Al Berry

Do not guess . . .  
contradictions will  
lose you marks.

Answer on page 81.

|                                                                          | Was connected with the exploration of B.C. by land | Was connected with the exploration of B.C. by water | Got its "start" and most of its historic importance in the fur trade era | Got its "start" and most of its importance historically in the gold rush era | Did not become of any importance until the railway era, or later | Was mainly connected with the government of B.C. before gold rush | Mainly connected with B.C. government during the gold rush | Has most to do with coastal Indian culture, not with white man | Not connected with any of previous columns, nor is it connected with ranges | Located in, or is directly connected with coastal range | Located in, or is directly connected with Cascade range |
|--------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------|
| Mount Baker, Cultus Lake, Chilliwack Lake                                |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Matthew Bailey Begbie                                                    |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Royal Engineers                                                          |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| "Factor," Gov. Simpson, bagpipes, iron goods                             |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Canoes, portages, Carrier Indians                                        |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Grade 9 Victoria field trip                                              |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| B.C. joins confederation upon promise of a trans-Canada railroad         |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Search for a northwest passage                                           |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Camels                                                                   |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Harrison Lake, Skeena River, Bella Coola River                           |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Confrontation with Russians and Spaniards                                |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Surgeon, botanist, "lashes," sloop-of-war                                |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| New Caledonia, "Norwester" brigade trails, "Bay Men"                     |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Sluice box, rocker cradle, hydraulics                                    |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Chyrykov, Hecate, Perez, Vancouver                                       |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Hill's Bar, Richfield, Camerontown, Williams Creek                       |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| "Birdcages," New Westminster, James Douglas                              |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Tump-line, portages, Canot du Nord, token "made beaver," "carrot"        |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Cornish wheel                                                            |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Miners licence, building cariboo wagon road, law and order               |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Rapids, lack of precise knowledge of the region, men wanted to turn back |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| B.C. joins together with Van. Island colony to become one colony         |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |

## BRITISH COLUMBIA TRIVIA QUIZ

### GEOGRAPHY

1. Most western major mountain range.
2. Largest island in B.C.
3. Major river system totally in B.C.
4. Home of B.C.'s seat of government.
5. Most northerly latitude line.
6. Major mountain range part of boundary.
7. Home of Haida tribe.
8. Population of B.C.
9. Name of animal (native to B.C.) on a Canadian quarter.
10. Most southerly part of B.C.
11. B.C.'s largest body of fresh water.
12. Approximate population of B.C.
13. Major industry in Kitimat.
14. Highest mountain range.
15. Name of mountain range containing Cultus Lake and Mt. Baker.
16. Major industry at Powell River and Harmac (Nanaimo).
17. Location of one of world's largest hydro-generating plants.
18. What's Cleveland dam of importance for?

### INDIAN TRIBES

1. Main tribal group in southwest B.C.
2. Mighty whale hunters.
3. Main diet was seafood.
4. Thunderbird was main symbol.
5. Lived on Queen Charlotte Islands.
6. Held potlatches.
7. First met Captain Cook in 1778.
8. Forced Simon Fraser to turn back at river's mouth.
9. Indian tribe along Fraser River and Gulf of Georgia.
10. Lived around Chilliwack (a branch of #9).
11. Made capes of woven cedar bark.
12. Helped Alexander Mackenzie in 1792.

### CURRENT EVENTS

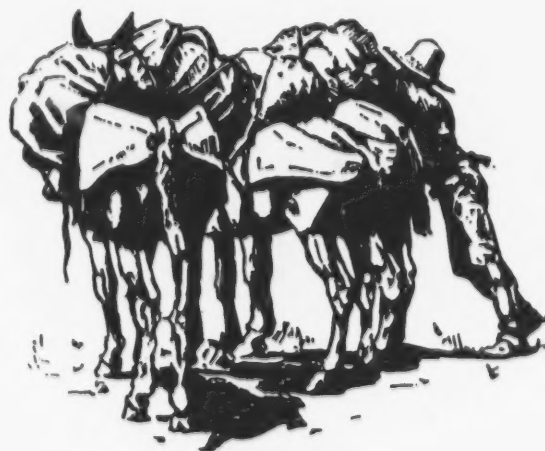
1. B.C.'s major industry.
2. Location of B.C. sports hall of fame (be general and specific).
3. B.C.'s premier and political party.
4. Location of B.C. provincial museum.
5. Importance of Juan de Fuca Strait.
6. B.C.'s professional sports teams.
7. Present opposition party (and leader) in provincial legislature.
8. World-class ski area in B.C.

9. Famous tourist attraction(s).
10. Location of Emily Carr's house.
11. What is Siwash Rock?
12. Symbols of B.C.

### HISTORY

1. B.C.'s first governor.
2. Date of Cariboo Gold rush.
3. Major town near when last spike was driven in CPR in 1885.
4. Name and date of first known white man to pass Chilliwack and New Westminster.
5. Original name of Fort Victoria.
6. B.C.'s main fur-trading explorer.
7. Nearly met Captain Vancouver near Bella Coola in 1792-94.
8. Judge appointed by Governor Douglas to keep law and order during the gold rush (and he did!)
9. What was happening in B.C. when Canada was confederating in 1867?
10. Date and reason why Cook was in the Pacific Northwest.
11. What were the "lures" to get B.C. to agree to join the Canadian Confederation in 1871?
12. What, or who, was "Amor De Cosmos"?

Answer on page 82.



## A CRUCIAL DECISION

*Al Berry*

Simon Fraser, during his exploration of the river that is now named after him, decided to track a moose up the West Road river (a tributary of the Fraser). He became hopelessly lost and fortunately stumbled on an old "lean to" cabin built by Alexander Mackenzie 15 years earlier. Realizing that his flint firestarter had only enough flint for one spark, he looked around the cabin to see what Mackenzie had left. He noticed a candle with a mouldy wick on the shelf, an air-tight, pot-bellied stove with wood correctly laid ready for a fire, a wick-type oil lamp with a very small amount of oil, and an open fireplace also filled

with wood correctly laid ready for a fire but with more shavings than the stove.

Fraser noted with alarm that there is a heavy wind blowing outside and the cabin was very, very drafty. He would probably have only one chance at a fire.

With all these facts, which of the items mentioned did Simon Fraser choose to light first in a calculated effort to have a warm cabin for the night?

Answer on page 82.

Answer on page 82.

## CITIES AND TOWNS IN BRITISH COLUMBIA

Try this catchy clue ..... No?, Then try this social studies clue:

- |                                                  |       |                                                                           |
|--------------------------------------------------|-------|---------------------------------------------------------------------------|
| 1. An Indian relic                               | _____ | Town at the head of a lake system                                         |
| 2. A weight of nuts                              | _____ | Town on a major salmon run river                                          |
| 3. A cathedral in the West                       | _____ | Former capital of the province                                            |
| 4. A watchful body of water                      | _____ | Located on Cormorant Island                                               |
| 5. Royalty and a weight                          | _____ | Has "ghost" towns nearby and a mountain of copper                         |
| 6. A fishy part of the body                      | _____ | On Shuswap Lake                                                           |
| 7. A cold slap                                   | _____ | Fraser saw it in 1808 after his disappointment about the river.           |
| 8. A path in the woods                           | _____ | One of the largest smelters in Canada                                     |
| 9. A magnificent cutlery                         | _____ | In the Monashee Mountains                                                 |
| 10. An English admiral                           | _____ | Between Castlegar and Creston                                             |
| 11. A monk's car                                 | _____ | You might get a beautiful view of Mount Baker                             |
| 12. A type of lock                               | _____ | Start of Cariboo Wagon Road                                               |
| 13. A tardy container                            | _____ | On a lake of the same name                                                |
| 14. Holes in the ground                          | _____ | Could it be the "mother lode" of Barkerville                              |
| 15. What a blacksmith needs                      | _____ | Major ferry terminus.                                                     |
| 16. A good Queen                                 | _____ | Formerly Fort Camosun                                                     |
| 17. Unseasoned timber                            | _____ | "Ghost" town where some Japanese were interned during WW II.              |
| 18. A feline rug                                 | _____ | Bauxite becomes a valuable export as a manufactured item at this location |
| 19. A praiseworthy feature                       | _____ | On the fur brigade trail to Kamloops                                      |
| 20. A valley of good cow fodder                  | _____ | A major rodeo centre in the Fraser Valley                                 |
| 21. A raised level place                         | _____ | Major centre between the communities of Pacific and Lakelse               |
| 22. To make merry and to feed a fire             | _____ | B.C.'s "Swiss" village with steep metal roofs.                            |
| 23. Could you envision a "French" covered truck? | _____ | Originally named after a voluble saloon owner                             |
| 24. Royalty let him do it                        | _____ | Fur headquarters of New Caledonia in early 1800s                          |
| 25. Crankcase in circles                         | _____ | North Thompson River ends here                                            |

# Learning Resources

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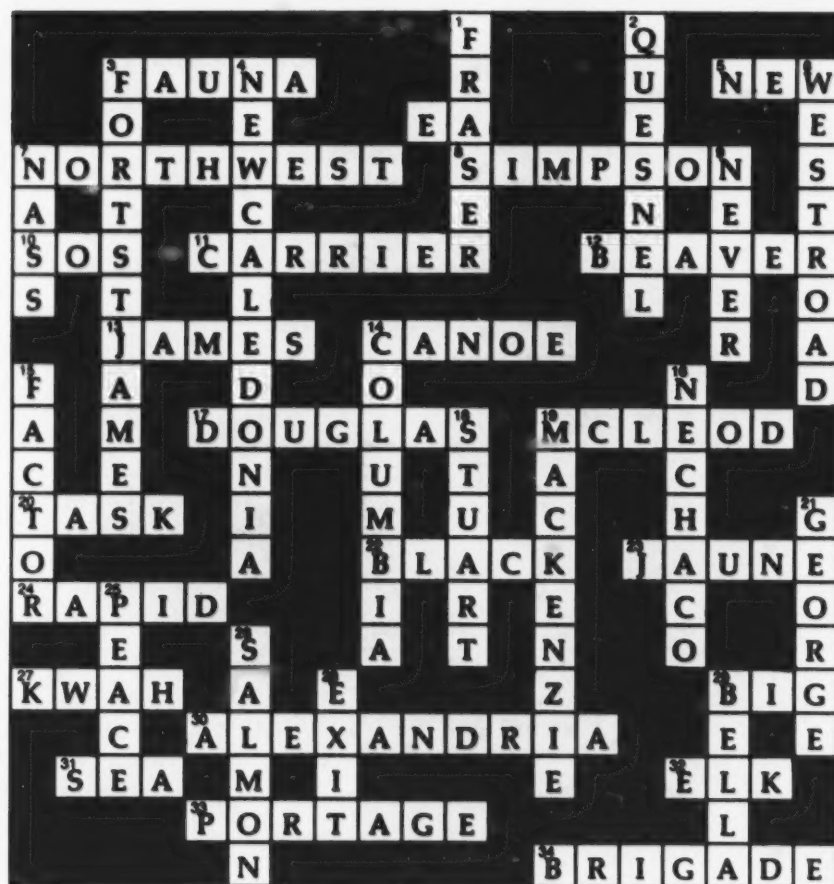
## KEY

to *Indian Tribes of Western Canada* from page 56.

|                            | Location connect<br>with compass and<br>geography<br>formations                                           | Importance compared<br>with other tribes                                                                                                            | Importance to B.C.<br>history (in terms of<br>explorers or any<br>influence this tribe<br>had.                     |
|----------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| 1. Coast Salish<br>(green) | <i>Inside southern part of<br/>Gulf of Georgia and<br/>Lower Fraser.</i>                                  | <i>Salmon eaters.</i>                                                                                                                               | <i>Met Simon Fraser.</i>                                                                                           |
| 2. Haida (red)             | <i>Queen Charlotte<br/>Islands.</i>                                                                       | <i>Warrior tribes—<br/>possibly traded with<br/>California tribes.</i>                                                                              | <i>Contact with coastal<br/>explorers and learned<br/>to carve scrimshaw and<br/>argylite.</i>                     |
| 3. Nootka (yellow)         | <i>West coast of<br/>Vancouver Island.</i>                                                                | <i>Whale hunters.</i>                                                                                                                               | <i>First tribe to have<br/>contact with white<br/>with white men. British<br/>(Cook) and Spanish<br/>(Quadra).</i> |
| 4. Kwakiutl (purple)       | <i>North end of<br/>Vancouver Island and<br/>across on mainland and<br/>around Bella Coola<br/>tribes</i> | <i>Main potlatch people.<br/>Very developed culture<br/>with organization and<br/>status—controlled<br/>native trading in<br/>Johnston passage.</i> | <i>Contact with Captain<br/>Vancouver.</i>                                                                         |
| 5. Carrier (brown)         | <i>On the bend of the<br/>Fraser—near present-<br/>day Prince George.</i>                                 | <i>Little if any. Name<br/>comes from ceremonial<br/>habit of carrying ashes<br/>of dead husband.</i>                                               | <i>Contact with Alexan-<br/>der Mackenzie near<br/>Fort George—gave<br/>him advice about<br/>Pacific Ocean.</i>    |
| 6. Bella Coola<br>(orange) | <i>Central coastal B.C.<br/>—in Bella Coola river<br/>valley.</i>                                         | <i>Little if any. Did not<br/>communicate much<br/>with neighbor tribes—<br/>different language<br/>pattern.</i>                                    | <i>Contact with Alexander<br/>Mackenzie on the<br/>Pacific coast in 1792.</i>                                      |

# KEY

to *Fur Trade in New Caledonia* from page 58.



# KEY

to *The Great Cariboo Gold Rush Race* from page 59.

| Contestants                                             | Winner | Second | Third | Fourth | Last |
|---------------------------------------------------------|--------|--------|-------|--------|------|
| The disgruntled BX driver                               |        |        |       | ✓      |      |
| The captain of the <i>Scuzzy</i>                        |        | ✓      |       |        |      |
| Governor James Douglas with his mule and trundle barrow |        |        | ✓     |        |      |
| Colonel Moody, on foot, with his pack                   |        |        |       |        | ✓    |
| Judge Matthew Bailie Begbie on horseback                | ✓      |        |       |        |      |

| item or incident        | reason why it is true    | explanation as to why it is possibly true | inaccuracy and why it is           | additional historic fact |
|-------------------------|--------------------------|-------------------------------------------|------------------------------------|--------------------------|
| 1861<br>Each contestant | Each occurred in history |                                           | Gold Rush did not occur until 1862 |                          |



# KEY

to *Explorers Fur Trade and Gold Rush in B.C.* from page 61.



|                                                                          | Was connected with the exploration of B.C. by land | Was connected with the exploration of B.C. by water | Got its "start" and most of its historic importance in the fur trade era | Got its "start" and most of its importance historically in the gold rush era | Did not become of any importance until the railway era, or later | Was mainly connected with the government of B.C. before gold rush | Mainly connected with B.C. government during the gold rush | Has most to do with coastal Indian culture, not with white man | Not connected with any of previous columns, nor is it connected with ranges | Located in, or is directly connected with coastal range | Located in, or is directly connected with Cascade range |
|--------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------|
| Mount Baker, Cultus Lake, Chilliwack Lake                                |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         | X                                                       |
| Matthew Bailey Begbie                                                    |                                                    |                                                     |                                                                          | X                                                                            |                                                                  |                                                                   | X                                                          |                                                                |                                                                             |                                                         |                                                         |
| Royal Engineers                                                          |                                                    |                                                     |                                                                          | X                                                                            |                                                                  |                                                                   | X                                                          |                                                                |                                                                             |                                                         |                                                         |
| "Factor," Gov. Simpson, bagpipes, iron goods                             | X                                                  |                                                     | X                                                                        |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Canoes, portages, Carrier Indians                                        | X                                                  |                                                     | X                                                                        |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Grade 9 Victoria field trip                                              |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                | X                                                                           |                                                         |                                                         |
| B.C. joins confederation upon promise of a trans-Canada railroad         |                                                    |                                                     |                                                                          |                                                                              | X                                                                |                                                                   | X                                                          |                                                                |                                                                             |                                                         |                                                         |
| Search for a northwest passage                                           |                                                    | X                                                   | X                                                                        |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Camels                                                                   |                                                    |                                                     |                                                                          | X                                                                            |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Harrison Lake, Skeena River, Bella Coola River                           | X                                                  |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             | X                                                       |                                                         |
| Confrontation with Russians and Spaniards                                |                                                    | X                                                   |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Surgeon, botanist, "lashes," sloop-of-war                                |                                                    | X                                                   |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| New Caledonia, "Norwester" brigade trails, "Bay Men"                     |                                                    |                                                     | X                                                                        |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Sluice box, rocker cradle, hydraulics                                    |                                                    |                                                     |                                                                          | X                                                                            |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Chyrykov, Hecate, Perez, Vancouver                                       |                                                    | X                                                   |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Hill's Bar, Richfield, Camerontown, Williams Creek                       |                                                    |                                                     |                                                                          | X                                                                            |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| "Birdcages," New Westminster, James Douglas                              |                                                    |                                                     |                                                                          |                                                                              |                                                                  | X                                                                 | X                                                          |                                                                |                                                                             |                                                         |                                                         |
| Tump-line, portages, Canot du Nord, token "made beaver," "carrot"        |                                                    |                                                     | X                                                                        |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Cornish wheel                                                            |                                                    |                                                     |                                                                          | X                                                                            |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| Miners licence, building cariboo wagon road, law and order               |                                                    |                                                     |                                                                          | X                                                                            |                                                                  |                                                                   | X                                                          |                                                                |                                                                             |                                                         |                                                         |
| Rapids, lack of precise knowledge of the region, men wanted to turn back | X                                                  |                                                     |                                                                          |                                                                              |                                                                  |                                                                   |                                                            |                                                                |                                                                             |                                                         |                                                         |
| B.C. joins together with Van. Island colony to become one colony         |                                                    |                                                     |                                                                          |                                                                              |                                                                  |                                                                   | X                                                          |                                                                |                                                                             |                                                         |                                                         |

# KEY

to *British Columbia Trivia Quiz* from page 62.

## GEOGRAPHY

1. Coast
2. Vancouver
3. Skeena, Fraser
4. Victoria
5. 60°
6. Rockies
7. Coast
8. 2¼-2½ million
9. Caribou
10. Vancouver Island
11. Williston Reservoir
- 12.
13. Manufactures aluminum
14. St. Elias (Coast)
15. Cascades
16. Pulp and paper
17. W.A.C. Bennett Dam
18. Vancouver drinking water

## INDIAN TRIBES

1. Coast Salish
2. Nootka
3. All west coast tribes
4. Kwakiutl
5. Haida
6. Several (but mainly Kwakiutl)
7. Nootka
8. Coast Salish (or Musqueam)
9. Coast Salish
10. Stalo
11. Nootka
12. Carrier

## CURRENT EVENTS

1. Forestry
2. Vancouver, PNE grounds
3. Bennett, Social Credit
4. Victoria
5. Border between USA and Canada
6. Canadians (Baseball), Canucks (Hockey), B.C. Lions (Canadian Football)
7. Bob Skelly, NDP
8. Whistler
9. Butchart Gardens, Minter Gardens, Barkerville
10. Victoria
11. A large rock off Stanley Park, Vancouver (Indian legend)
12. Totem Pole, Dogwood

## HISTORY

1. James Douglas
2. 1862
3. Revelstoke
4. Simon Fraser, 1808
5. Ft. Camosun
6. Thompson
7. Alexander Mackenzie
8. Matthew Baillie Begbie
9. Cariboo Gold Rush
10. 1776, searching for a North-West Passage
11. Promise of a railway link within 10 years
12. A Victoria newspaper editor elected to first legislative assembly (means "lover of the universe")

---

Answer to *A Crucial Decision* from page 63.

*He would choose to light the flint firestarter.*

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# KEY

Answer to *Cities and Towns in British Columbia* from page 63.

1. Arrowhead
2. Hazelton
3. New Westminster
4. Alert Bay
5. Princeton
6. Salmon Arm
7. Chilliwack
8. Trail
9. Grand Forks
10. Nelson
11. Abbotsford
12. Yale
13. Slokan
14. Wells
15. Horseshoe Bay
16. Victoria
17. Greenwood
18. Kitimat
19. Merritt
20. Cloverdale
21. Terrace
22. Revelstoke
23. Vancouver
24. Prince George
25. Kamloops



B.C. Teachers' Federation  
LESSON AIDS SERVICE  
2235 Burrard Street  
Vancouver, BC V6J 3H9  
(1981)

LA9281

# BARKERVILLE

## A Field Trip Booklet for Grade 5 Students

Vicki Green

### Introduction

This booklet suggests how to organize a three-day trip to Barkerville Historic Park, and provides many activities for students to complete while on the trip.

The staff at Barkerville Historical Park advise that you reserve early to take part in the education programs. Special programs, suitable for classes from Grades 1 to 12 are offered Monday to Friday, starting mid-May to the end of June. As only a limited number of school groups can be accommodated, it is essential to reserve early for your group visit. Reservations are necessary for all school groups visiting Barkerville, whether or not they wish to participate in the education program. Schools wishing to visit Barkerville at other times of the year should write or phone to determine what facilities and staff are available.

Address all inquiries to Education Programmes, Barkerville Historic Park, Barkerville, BC V0K 1B0. Phone 994-3316.

### Resources

*The Gold Rush Kit* by Maureen Maslen and Phyllis Arnold, published by the Canadian Social Science Services Ltd., Box 7085, Station M, Edmonton, Alberta, T5E 5S9. The following activities included in this unit are from *The Gold Rush Kit* and reprinted with permission: "New Caledonia," "What Was Cameron's Poke Worth?," "Transportation," and "Barkerville Word Puzzle."

*Barkerville Information Package* from Educa-

tion Programmes, Barkerville Historic Park, Barkerville, BC V0K 1B0.

### The Great Gold Hunt

The following article written by Mardee Galt is reprinted with permission from *The B.C. Teacher*, September-October 1979, Volume 59, Number 1.



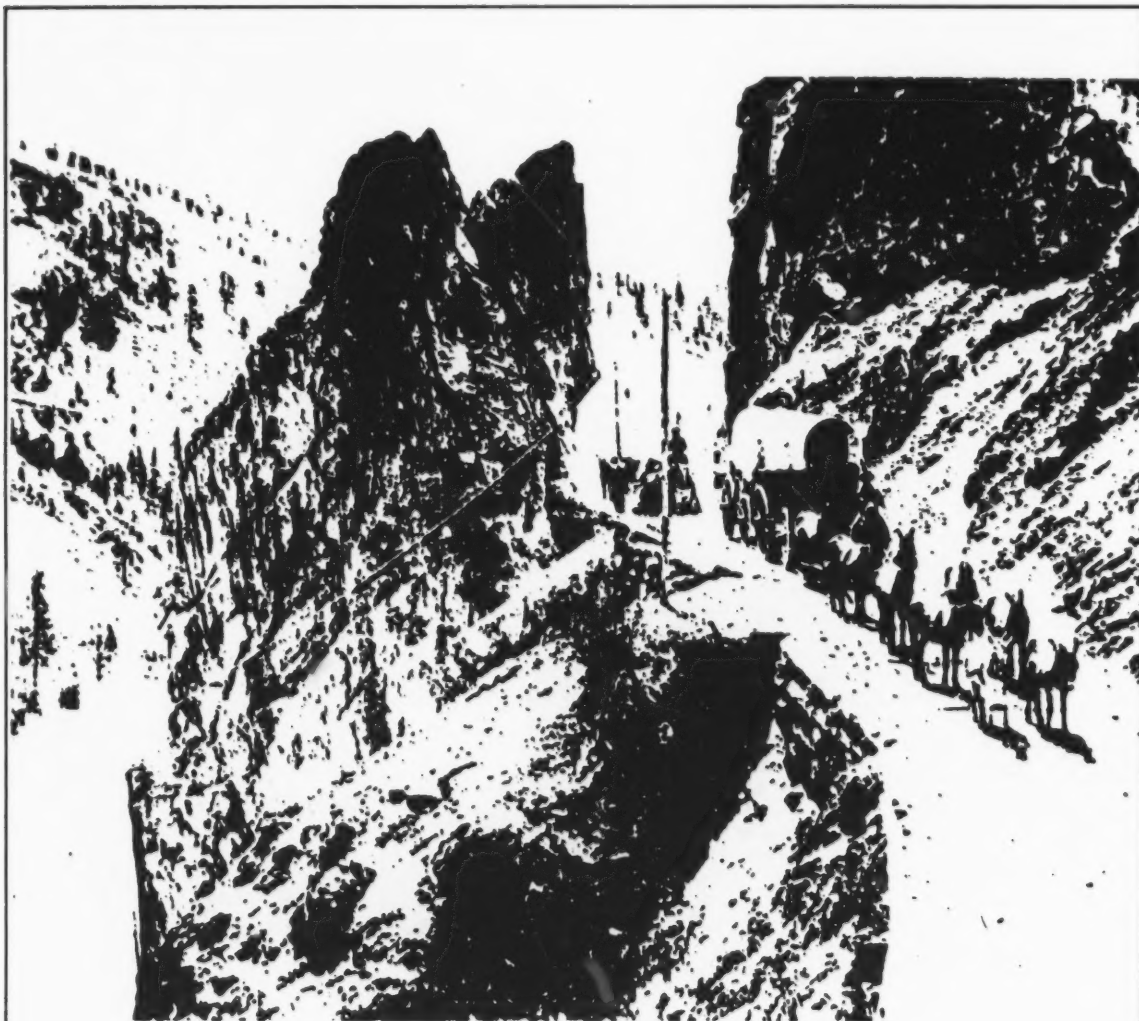
### THE GREAT GOLD HUNT

Mardee Galt

*Children, teachers and parents from Armstrong's Len W. Wood Elementary School went to Barkerville to seek their fortunes, and all found gold.*

The '98 young miners didn't take along pack mules, gold pans or rocker boxes.

However, some of them, when polled after the expedition, said they wished they had taken along "my puppy," "a friend," "envelopes and stamps," "the right flashcubes," "my cat," "a thinner sleeping bag," and "my bed."



GREAT BLUFF AT THE 88 MILE POST  
(Near Spence's Bridge)

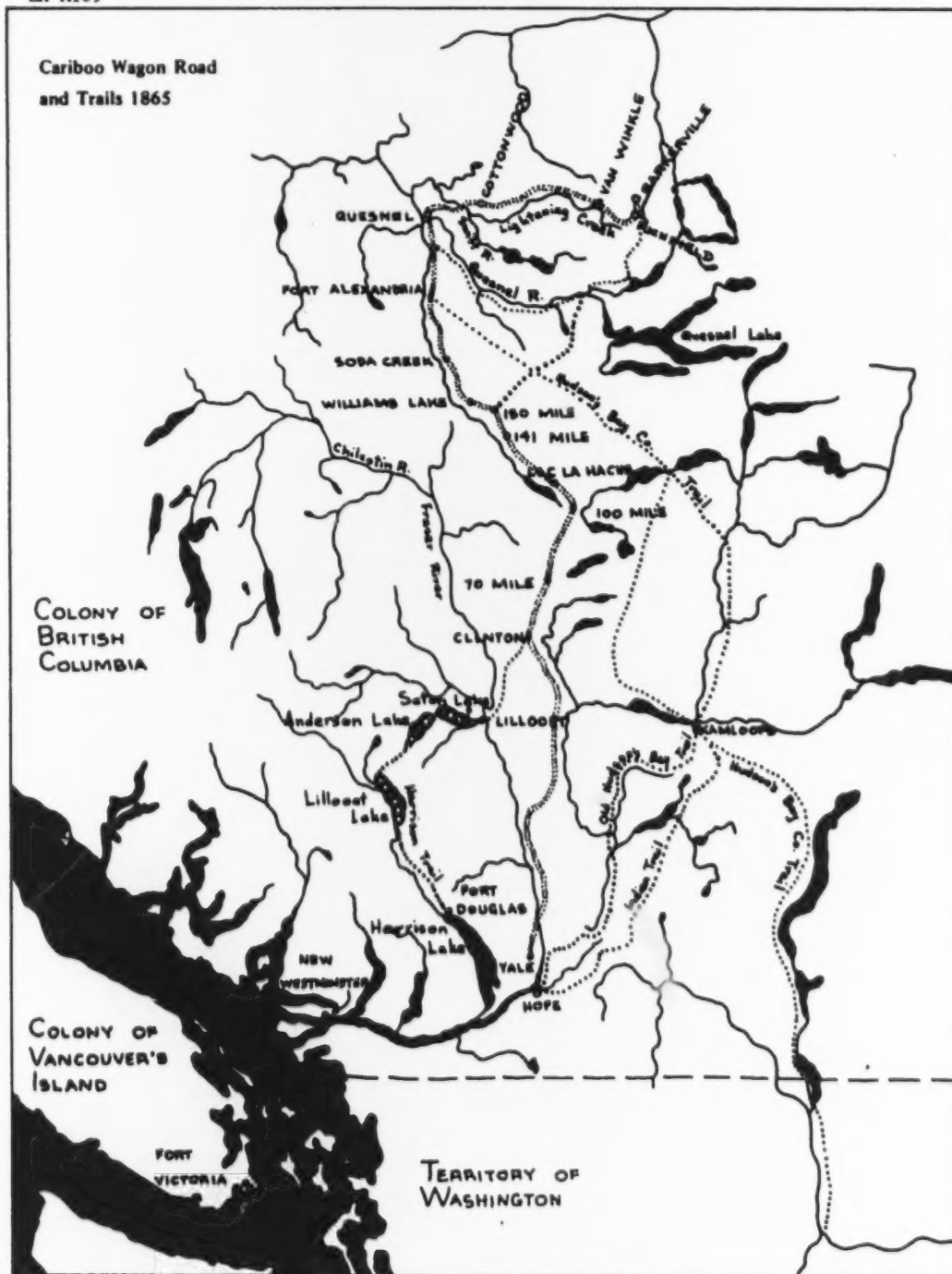
The road to the goldfields, built by hand, cost one million dollars. Today, it costs that amount to build one mile of highway through the Fraser Canyon.

This photo was taken in 1865, shortly after the completion of the telegraph line; the poles and line appear in the picture.

LA 9220

LA M109

Cariboo Wagon Road  
and Trails 1865



**BARKERVILLE '81**

Walk to Richfield from Barkerville  
Did you know we are going backward? The Cariboo Wagon Road came through Richfield first, then through Barkerville.

We are walking along beside Williams Creek. This little stream has produced more gold than any other in British Columbia.

It was named after the first miner to find gold in the creek.

William "Dutch Bill" Dietz was his name.

The town of Richfield was started in 1861. The courthouse is all that remains. Judge Matthew Baillie Begbie used to have his trials here because it was built before Barkerville.

Try your luck panning for gold in Williams Creek.

**Transportation**

Unscramble the following words to find out about transportation used during the gold rush.

cneoa      talo      ni      padira

\_\_\_\_\_

plspyer      orkcs      ni      coanny

\_\_\_\_\_

hugro      smutionanou      rtraine

\_\_\_\_\_

kprace      ni      eulm      natri

\_\_\_\_\_

nxco      fgtrihe      ogwna

\_\_\_\_\_

**Barkerville townsites**

1. What is a Cornish Wheel? \_\_\_\_\_

2. What is a monitor used for? \_\_\_\_\_

3. Why were the stables so important in Barkerville? \_\_\_\_\_

4. Go to Bill Barker's Shaft. Write the information about it below.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. What was Mrs. Neate's occupation? \_\_\_\_\_

6. What was the Cariboo Sentinel? \_\_\_\_\_

When was it first published? \_\_\_\_\_

7. Who was Washington Moses? \_\_\_\_\_

8. John Bowron had a number of jobs while in Barkerville. Can you name four?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

9. Can you name one of the Overlanders who settled in Barkerville?  
\_\_\_\_\_

10. What did The Mason and Daly General Store sell? List 10 items.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**The Chinese of Barkerville**

Did you know over one third of all miners in the Cariboo region were Chinese? Many came from California. Many came directly from China.

The Chinese settled in Barkerville bringing their proud culture and heritage with them. They kept their language, customs and traditions. At



**WILLIAMS CREEK WITH BARKERVILLE IN THE DISTANCE**  
(Vancouver City Archives)

Williams Creek, born on the slopes of Bald Mountain, travels northwest for about nine miles. At the midway point, it flows through a canyon and widens. During the summer of 1862, Billy Barker staked a claim below the canyon since no space remained unclaimed above. At the time, the miners thought he was crazy; no gold had been found below the canyon. Billy Barker ignored the laughter and tunneled down through boulders and gravel for 52 feet, where he finally hit paydirt. A new rush was on, as miners abandoned their claims and moved down the creek to stake claims near Billy Barker's. Although Billy Barker is reported to have taken \$200,000 out of his claim, he died broke, and today his claim to fame is that Barkerville is named after him.

The town of Barkerville sprang up around Billy Barker's claim. At its peak, Barkerville was the largest community west of Chicago and north of San Francisco. Because the creek was subject to flash floods, most of the buildings were built on log posts. On September 16, 1868, a fire broke out and razed the town. Only a few days later, reconstruction was begun.

This photograph, taken in 1868 by Lieutenant J.C. Eastcott, shows Williams Creek with Barkerville in the distance. The nearby hills had been stripped of timber, most of which was used for cabins, mine props, and cribbing.

The flume in the center foreground carried water to a water wheel. In the center of the photo is a wing dam on the creek, which helped keep the creek from flooding Barkerville. In the lower left is the Cariboo Wagon Road.

LA 9220



CALAVSRAS CLAIM, GROUSE CREEK

Notice the flume in the center of the picture and the piles of tailings.

The only tools the miners had were picks, shovels, axes, goldpans, cross-cut saws, and wood augers.

LA 9220